



Los Lunas Transportation Center / Station Area

Metropolitan Redevelopment Plan Report, 2015



Prepared by:

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southwest



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RESOLUTION 15-24

A RESOLUTION OF THE VILLAGE OF LOS LUNAS APPROVING THE LOS LUNAS TRANSPORTATION CENTER/STATION METROPOLITAN REDEVELOPMENT AREA PLAN.

WHEREAS, the State of New Mexico has adopted 3-60A-1 to 3-60A-48 NMSA 1978, the “Metropolitan Redevelopment Code”, which grants municipalities certain powers; and

WHEREAS, the Village of Los Lunas (the “Village”) desires to promote redevelopment in the Village’s Transportation Center area, so as to promote economic activity by inducing profit or on-profit corporations and commercial or business enterprises, among other, to locate, expand or remain in such area, and to secure and maintain a balanced and stable economy in such area and to promote public health, welfare, safety, convenience and prosperity; and

WHEREAS, the Village Council by resolution has made certain findings which declare the Los Lunas Transportation Center/Station Metropolitan Redevelopment Area to be blighted, has designated the Area as appropriate for a Metropolitan Redevelopment Project and has called for the preparation of a plan; and

WHEREAS, the Planning and Zoning Commission has held at least one public hearing on the Plan as required by law; and

WHEREAS, The Council has considered the findings and recommendation set forth in Los Lunas Transportation Center/Station Metropolitan Redevelopment Area Plan and all comments made at the public hearing concerning the Plan.

NOW THEREFORE, BE IT RESOLVED, by the governing body of the Village of Los Lunas, New Mexico, that:

The Village Council, after having conducted a public hearing, finds that:

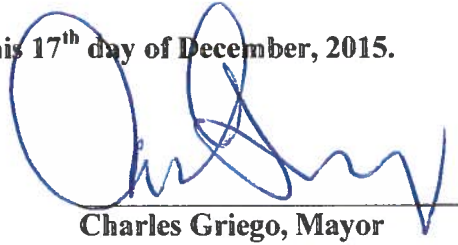
A. The Plan, and the proposed activities under the Plan will aid in the elimination and prevention of blight; and

B. The Plan conforms to the general plans of the City as a whole; and

C. The Plan affords maximum opportunity, consistent with the need of the community, for the rehabilitation and development of the Los Lunas Transportation Center/Station Metropolitan Redevelopment Area by private enterprise; and the objectives of the Plan justify the proposed activities as public purposes and needs.

D. The Plan is hereby approves in all respects.

PASSED, APPROVED AND ADPOTED this 17th day of December, 2015.



Charles Griego, Mayor

ATTEST:



Gregory D. Martin, Village Administrator



Los Lunas Transportation Center / Station Area Metropolitan Redevelopment Plan Report, 2015

NOVEMBER 20, 2015

ACKNOWLEDGEMENTS

Mayor

Charles Griego

Village Council

Councilwoman Amanda Perea - District 1

Councilman Gino M. Romero - District 2

Councilman Gerard Saiz - District 3

Councilwoman Paulette Sanchez-Montoya - District 4

Planning and Zoning Commission

Frank Vigil - District 1

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SECTION I

INTRODUCTION

1. BACKGROUND

In 2006, the Los Lunas Transportation Center opened for service, creating an opportunity for the Village of Los Lunas to develop a major activity center within the heart of the historic Village. To take advantage of the area's prime location as a regional transportation hub, the Village of Los Lunas began planning for development of the station area and completed a Station Area Plan in 2008. This plan laid the groundwork for a vision of the station area as a mixed-use, walkable, transit-oriented development (TOD) that would provide increased residential and commercial opportunities for Village residents. Following the adoption of this plan, the Village completed a conceptual plan in 2013 for improvements to Village-owned properties adjacent to the Transportation Center, which further honed the TOD, mixed-use vision of the Station Area Plan.

However, despite ongoing planning efforts, and some related public improvements, development of surrounding privately owned properties has not yet occurred under existing market conditions. This prompted the Village to initiate a study to document conditions of blight that would warrant designation of the undeveloped portions of the station area as a Metropolitan Redevelopment Area (MRA). Based on the findings outlined in the MRA Designation Report (see Appendix), the area was officially designated as an MRA by the Village Council on November 19th, 2015.

This document constitutes the MRA Plan for the area, outlining future projects and actions the Village can take to encourage redevelopment.

2. PROJECT SPONSOR

The Village of Los Lunas is the project sponsor. The Community Development and Community Services Departments will have primary responsibility for initiating projects and programs for the MRA.

3. METROPOLITAN REDEVELOPMENT CODE, AREA AND PLAN

The New Mexico Metropolitan Redevelopment Act, the New Mexico Local Economic Development Act (LEDA), and the New Mexico Affordable Housing Act create the legal framework for local action to strengthen and capitalize on existing local assets and catalyze new investments that will create an environment that supports station area redevelopment. The intent of these acts is to encourage private investment and promote economic activity by inducing private development to locate, expand or remain within the planning area.

The State of New Mexico has several statutes intended to help municipalities promote economic development, redevelopment, and stability where these are hindered by a variety of factors. The New Mexico Metropolitan Redevelopment Code (§3-60A-1 to 3-60A-48 NMSA 1978) is one such statute.

The Metropolitan Redevelopment Code provides New Mexico cities with the powers to correct conditions in areas or neighborhoods within municipalities that “substantially impair or arrest the sound and orderly development” within the city. These powers allow the municipality to help reverse an area’s decline and stagnation through activities that are designed to eliminate these conditions. A municipality may only exercise these powers in areas designated as metropolitan redevelopment areas and activities must conform to an approved metropolitan redevelopment plan for the designated area.

Designation of an MRA is based on findings of “slum or blight” conditions, as defined in the Metropolitan Redevelopment Code (§3-60A-4). The criteria in the Code for a “blighted” area include both physical and economic conditions. As defined in the Code,

“Blighted area” means an area within the area of operation other than a slum area that, because of the presence of a substantial number of deteriorated or deteriorating structures, predominance of defective or inadequate street layout, faulty lot layout in relation to size, adequacy, accessibility or usefulness, unsanitary or unsafe conditions, deterioration of site or other improvements, diversity of ownership, tax or special assessment delinquency exceeding the fair value of the land, defective or unusual conditions of title, improper subdivision or lack of adequate housing facilities in the

area or obsolete or impractical planning and platting or an area where a significant number of commercial or mercantile businesses have closed or significantly reduced their operations due to the economic losses or loss of profit due to operating in the area, low levels of commercial or industrial activity or redevelopment or any combination of such factors, substantially impairs or arrests the sound growth and economic health and well-being of a municipality or locale within a municipality or an area that retards the provisions of housing accommodations or constitutes an economic or social burden and is a menace to the public health, safety, morals or welfare in its present condition and use.

In 2015, the Village of Los Lunas evaluated conditions within the station area for conditions of blight. Based on the findings of this evaluation, the area meets the criteria for an MRA designation based on existing conditions of slum and blight as defined in the MRA Code, and is a designated MRA. .



Figure 1: Overview of the MRA Boundaries

4. LOCATION OF THE PLANNING AREA & MRA

The shared boundaries of the planning area and MRA are shown in Figure 1 & 2. The area consists of approximately 50 acres, bounded roughly by the eastern edge of NM 314 on the west, Courthouse Rd to the north, Los Lentes Rd and Luna Hill Rd to the east, and the southern parcels adjacent to Tome Hill Ave/ Huning St to the south. The boundary includes the Transportation Center and adjacent privately owned parcels.

The Valencia County Courthouse and Detention Center are to the north of the planning area across Courthouse Rd, as well as several state government buildings.

The planning area is located near the traditional core of the Village, and is a half mile away from NM 6 (Main Street) and about 2 miles away from new development that has occurred along I-25. Although development and business activity have shifted to these corridors in the last few decades, residents have expressed the desire to create a more traditional village center that counterbalances the development along these corridors. The Station Area, with its central location, transit connections, and existing character, provides the ideal place to create a mixed-use Village Center.



Figure 2: Aerial View of the MRA Site Boundaries and Parcels

5. THE NEED FOR REVITALIZATION

The Los Lunas Transportation Center, with the investment in the Rail Runner and Rio Metro Transit, and the surrounding mostly vacant land, represents the most feasible location in the Village to develop a desirable Village Center with public uses and higher density commercial and residential uses that support transit-oriented development.

However, various physical conditions have inhibited the sound and orderly development of the Village Center in this location, including: the site's location within a floodplain, fragmented ownership of parcels, obsolete and impractical planning and platting (including an abandoned mobile home park with obsolete infrastructure and large parcels without legal roadway access), and deterioration of some structures.

Overall, the current condition of a large proportion of the planning area's properties is a detriment to the Village's fiscal well-being and to the ability of the Village to meet the needs of its residents.

The analysis contained within the MRA Designation Report (see Appendix) demonstrates that the properties included within the planning area exhibit a combination of factors that contribute to blight. Because current conditions within the planning area inhibit sound development of the site, the redevelopment and development of the study area is necessary in the interest of the welfare of the residents of the Village of Los Lunas.

MRA BOUNDARIES & PARCEL OWNERSHIP

Prepared by Sites Southwest



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LEGEND

- Village Owned
- Valencia County Owned
- Private Owner
- # MRA Parcel Number
- MRA Boundary

NOTE: All map data has been obtained from public sources and no warranty is made to its absolute accuracy. 11/9/2015

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SECTION II

THE PLANNING PROCESS

1. PUBLIC PARTICIPATION

This plan was developed through collaboration with the Village of Los Lunas's Community Development and Economic Development staff as well as area residents. Several recent planning efforts have taken place in the planning area that took residents' ideas, concerns, and goals into account to develop a vision for the area (see below). These previous planning efforts have generated a number of project ideas, as well as a physical framework how the station area should develop in the future.

2. EXISTING PLANS & STUDIES

Since 2006, when the Rail Runner Station opened in Los Lunas, plans for the area have called for transit oriented development (TOD) that capitalizes on the strong connection created by the station and adjacent properties. These plans have promoted a vision of higher density, mixed-use residential and commercial spaces, along with stronger pedestrian connections, expanded public areas, and integration with existing neighborhoods. This MRA Plan seeks to provide a series of next steps to begin implementing project ideas from these earlier plans and revitalize the station area with TOD.

2.1 Los Lunas Rail Runner Express Station Area Plan – 2008

The 2008 Station Area Plan for Los Lunas presented a vision of TOD, mixed use, and higher density housing in the station area. This plan identified a clear market for a wider variety of housing types and densities around the station that would be supported by a walkable street network with more connections, high quality building design, and increased public space. The plan was developed through several public meetings with residents and Village staff to hone a vision for the area that would promote the needs of residents and the goals of the Village.

The plan's key recommendations include a list of public and private actions that remain relevant to the success of the MRA Plan. These include:

- 1. Adopt two new zoning districts for the area around the station, a TOD-Mixed Use district for the core station area and a TOD-Residential district for the larger surrounding area.**

Depending on the land use categories needed to support the projects in this plan, zoning changes will be necessary. Village initiated rezoning of the project sites to the TOD-MU districts outlined in the Station Area plan will be an important step to shape future development.

- 2. Establish a local approach to public-private partnerships based on case studies and information from local and regional lenders.**

A large part of this plan outlines development strategies that involve public-private partnerships and have been successful in other areas around the state.

- 3. Estimate costs and revenues for development to identify financing gaps, as well as revenue potential from public financing sources including improvement districts, bonds, and tax credits.**

This plan updates the analysis of the market potential, financing mechanisms, and revenue potential of redevelopment in the station area.

- 4. Pursue developers, especially residential developers, and anchor retail tenants, such as major retail chains, and consider policy enticements to locate in the station area.**

As part of redevelopment efforts, this plan identifies strategies to effectively market the station area to interested developers and businesses.

5. Construct sidewalks, paths, and roadways to link surrounding neighborhoods to the station area.

Investing in public improvements remains important to support and catalyze future reinvestment. This will include some of the streetscape and transportation improvements outlined in the Station Area Master Plan, and the Los Lunas Master Transportation Plan (see below).

6. Implement Design and Development Regulations.

The plan also noted the development and design regulations within the station area need to provide additional guidelines to achieve some of the TOD goals advocated for in the plan. These include proper building massing, setbacks, building placement, walkable streets, and circulation improvements.



Figure 4: Rail Runner Station

2.2 New Mexico Rail Runner Express TOD Market Evaluation – 2008

This study, developed for MRCOG, reviewed the market potential for TOD at the Rail Runner Station areas in Los Lunas, Bernalillo, and at Rio Bravo. Although the plan was released before the 2008-2009 housing crisis and Great Recession, most of the conclusions about potential market demand remain relevant despite a slowdown in growth state-wide. Overall, the plan noted the accelerated housing and commercial

development in Los Lunas between 2000 and 2008 as residents moved to the Village as a cheaper alternative to Albuquerque. Although growth has slowed, Los Lunas has begun to see new housing development and is expected to grow significant in the next 25-30 years. New growth will lead to new demand for a mixture of housing types including those associated with TOD and mixed use commercial development. Among other market factors highlighted in the TOD study that remain relevant include:

- **Land Supply**
There are several large parcels of significant size within the planning area that remain undeveloped. Some of these parcels are owned by the Village, which creates the opportunity for public investment in station area improvements, and partnerships with interested developers of other parcels within the station area.
- **Quick Development Review**
The study noted that Los Lunas is known for quickly approving entitlements for development projects. With a clear area master plan, and the priority sites identified in this plan, developments should be fast tracked for construction, saving developers time and money.
- **Inadequate Infrastructure**
Infrastructure and traffic problems must be addressed to facilitate development. The study noted problems with traffic around the intersection of Highway 6 and Highway 314, and the need to redevelop the infrastructure in place at the old mobile home park.
- **Capturing Traffic**
There has been large amount of development along the I-25 and NM 6 corridors that has attracted many residents and shoppers away from the Los Lunas core. Future development in the station area will have to capture additional customers, residents, and tourists who currently frequent new developments in other areas of the Village.
- **Latent Demand**
There is latent demand for higher density housing among many age groups including singles without children younger than 35 or older than 60. In addition, there is a need for more affordable housing units in the near future.
- **Low Daytime Population and Commuting Patterns**
With its large commuter population, Los Lunas has a low daytime population of workers and residents. This has made it hard for retail establishments to thrive in areas without a high amount of traffic and activity (i.e., outside of the NM 6 corridor). However, this challenge also offers the opportunity to attract businesses that can create more local jobs, and improve the jobs/housing balance. This in turn will increase activity within the Village – some of which can be concentrated in the planning area.

2.3 Los Lunas Transportation Center Phase II Master Plan – 2013

The 2013 Transportation Center Master Plan further developed some of the recommendations in the earlier Rail Runner Station Area Plan to create a workable vision of increased density, multifamily buildings, community gathering spaces, and transportation improvements. The plan proposes creating more outdoor public areas, building renovations for the transportation center, improved landscaping design, reconfiguration of the Transportation Center parking lot, and more connecting streets with facilities for bicyclists and pedestrians.

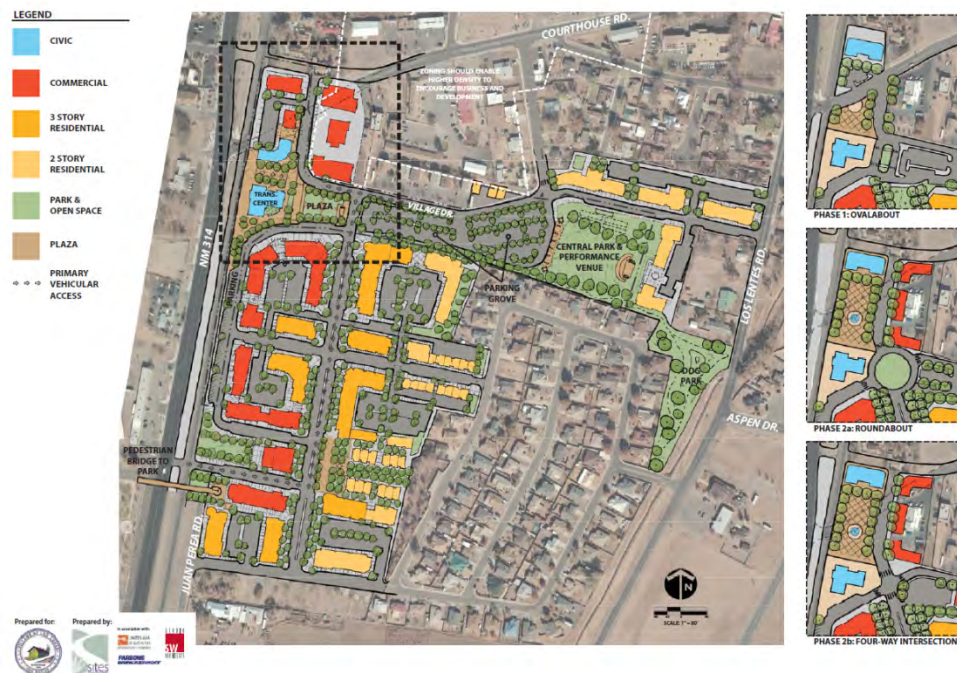


Figure 5: Conceptual Area Design from 2013 Master Plan

The conceptual plan components, which have been supported residents include:

- The construction of a new public plaza directly east of the Transportation Center, and expanded commercial development and a public office building to the north of the station. Phase 1 of these plans is currently moving forward with landscape improvements for the transportation center and the addition of a new plaza space to the north, as well as a temporary parking lot.
- To facilitate these changes north of the station, the plan calls for the eventual realignment of Courthouse Road to straighten its connection with NM 314. This could improve safety at the intersection of Courthouse Road and NM 314, and facilitate better pedestrian connections. This improvement is being considered by NMDOT, and may move forward in the near future.

- The plan proposes several commercial spaces to the north and south of the transportation station, with retail sites located closer to the station area and public plaza. These commercial buildings are buffered by several 2-3 story apartment buildings aligned to create a strong building wall and a gradual decrease in density to buffer existing single family neighborhoods to the east.
- In addition, there is more proposed multifamily to the east of the site on currently undeveloped parcels that are privately owned.
- The plan proposes a central park and performance venue in the location of the existing detention pond facility to the east of the transportation center. This is complemented by a dog park to the southeast with connections to Los Lentes Rd.
- There is a proposed north-south road through the planning area that would connect to Village Drive and eventually to Courthouse Road. This would provide a central transportation route connecting new development to the south with the Rail Runner Station and proposed plaza.

2.4 Los Lunas Comprehensive Plan – 2013

The Los Lunas Comprehensive Plan was adopted in 2013. The plan identifies several issues that are relevant to the planning of future development within the station area. These include:

- **Community Identity and Town Center**
Residents felt Los Lunas's growth had changed the community's identity. They felt that the Village lacked a true village center, and development had shifted the community away from its rural and agricultural heritage. The plan recommends implementing the Station Area Plan's vision to create a new village center in a compact, mixed use, and walkable area.
- **Retail Opportunities**
Los Lunas lacks large department stores and retail outlets. As the population increases, however, the demand for more diversified shopping centers will grow. This includes opportunities for mixed use commercial, especially around the Rail Runner Station Area.
- **Zoning Changes**
The Plan recommends that the Village adopt the mixed use zoning designations in the Station Area Plan to facilitate development projects.
- **Transportation Center Improvements**
The plan recommends moving forward with improvements to the transportation center building and station area.

2.5 Los Lunas Master Transportation Plan – 2013

The 2013 Master Transportation Plan for Los Lunas complements the Comprehensive Plan and outlines transportation system improvements for the Village to undertake over the next 25-30 years. The plan supports increased connections within the station area, including better pedestrian crossings at Courthouse Road and NM 314, as well as across NM 314 between Daniel Fernandez Park and the vacant mobile home site. The Plan also proposes bike lanes on NM 314, Courthouse Road and Los Lentes Road, which would all create connections to the Rail Runner station area.

Since the plan's adoption, Courthouse Rd has been reconstructed with bike lanes and improved sidewalks. In addition, NM 314 has seen recent improvements on the western side of the street including the construction of a bike path.

The plan also synthesizes conceptual land use ideas into two land use scenarios that increase density to 6-8 dwelling units per acre. One scenario incorporates more residential mixed use, while the other has more commercial mixed use and open space. Both adopt many of the general land use recommendations from previous plans including the location of various proposed uses, and the construction of basic site improvements.

2.6 Los Lunas Affordable Housing Plan – 2015

The Affordable Housing Plan for Los Lunas identifies the station area as an ideal location for affordable multifamily housing development given existing infrastructure and access. To accommodate the ongoing growth within the Village, the plan identifies the planning area as an ideal place to locate some of these affordable housing units, given the large continuous parcels, access to the Rail Runner, and the redevelopment priorities of the Village.

One site, a two-acre parcel owned by the city near the Transportation Center, could potentially support a 60 unit multifamily development. However, this site is part of a floodplain and would need on-site drainage improvements.

The vacant mobile home site to the south is also identified as a location to for affordable housing, with the possibility for approximately 600 units at the maximum analyzed density of 30 DU/acre. Synthesizing the affordable housing goals of the Village with the design recommendations of the station area plan are part of the next steps outlined by this MRA plan.

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SECTION III

EXISTING CONDITIONS

1. SUMMARY OF EXISTING CONDITIONS

Existing conditions in and around the planning area are conducive to redevelopment in the future. As outlined in the MRA Designation Report (please see appendix) and in the following sections, there remain existing physical constraints to development that will need to be addressed to facilitate the goals and objectives in this plan.

1.1 Physical Constraints

Among other existing conditions, relevant existing conditions include:

- Existing zoning within the planning area is mostly Special Use, R-1, and A-R. These areas will have to be rezoned to facilitate TOD.
- The entire site is located within a 100 year floodplain, which could increase the costs of development to meet new legal requirements for construction in floodplains.
- Future roadway improvements including new connections and streetscape improvements are needed to help create a walkable Village Center.
- There may be a need for expensive utility improvements for new development that will require appropriate financing.

1.2 Opportunities

- There is an abundance of undeveloped parcels (including Village owned parcels) that can support larger scale mixed use, transit oriented development in the future.
- There is a demand for affordable housing within Los Lunas that could be met with affordable housing and mixed income housing within the station area.
- There is a lack of commercial retail within and nearby the station area that should be addressed as redevelopment occurs.

2. AREA HISTORY

As summarized in the Station Area Plan, the Village of Los Lunas is a growing community located about 20 miles south of Albuquerque. The Rio Grande runs through the Village, providing both lush natural open space and rich soils that support the area's agriculture. With a good climate and a breadth of convenient amenities, Los Lunas is an appealing place to raise a family or grow a business. The Village balances a tranquil small-community feel with the diversity and resources of a much larger city. The Village's population is estimated at 15,200 (2014) and population and income growth have outpaced the state in recent years.

The character of the station area is in many ways reflective of four distinct phases of Los Lunas' history. Early ranching and farming defined the current street and lot patterns, which are generally oriented relative to the Rio Grande, but are also reflected in the enduring presence of large agricultural parcels near the heart of the Village.

The railroad era that began in the 1880s redefined transportation and the local economy by linking Los Lunas to the larger region by rail and eventually by car, as the road that is now Highway 314 was established to serve the railroad. Railroad era development in many ways represents the beginning of regional connectivity and the connection between land use and transportation that are furthered by transit oriented development surrounding the Transportation Center.

In the 1920s and 30s, Los Lunas underwent a dramatic face lift in terms of both transportation and land use, as the original alignment of Route 66 passed through the Village on what is now Main Street. This development established the main commercial thoroughfare that persists to this day and catalyzed the wholesale acceptance of the automobile as the primary means of transportation for Los Lunas.

More recently, Los Lunas has entered a new era as a commuter community. Two periods of rapid growth define the recent era: the 1960s, after the construction of I-25, and the 1990s and early 2000s, as Los Lunas became a bedroom community for Albuquerque. Following the construction of I-25, which provided a quick commute to

Albuquerque, the working population of Los Lunas increasingly transitioned from agriculture and small-town retail workers to daily commuters to jobs in Albuquerque.

As the regional economy underwent a period of robust growth in the last two decades, many new jobs were created in the region. Retail and services have followed the population growth. At the same time, real estate prices rose. Due to its proximity to Albuquerque, its small-town character, access to I-25, relatively short commute, and its attractive natural setting, Los Lunas emerged as a popular choice for those looking for affordable housing in the Albuquerque Metropolitan Area.

Although there was a slowdown in growth associated with the Great Recession, housing starts have once again picked up, and the Village is expected to grow in the future.

3. PHYSICAL CHARACTERISTICS

The planning area encompasses approximately 50 acres of mostly undeveloped land adjacent to the Los Lunas Transportation Center. The following sections outline the basic physical characteristics of the planning area. Parcels are referenced by parcel number, as identified in the MRA Designation report and shown on Figure 2.

3.1 Land Use & Ownership

The majority of the planning area south of Courthouse Road consists of contiguous vacant parcels dominated by the Transportation Center and accompanying parking lots and walkways. The exception is a half-acre vacant lot along the railroad just north of Courthouse Road, which is owned by the Village.

There are two occupied residential structures in the planning area, primarily sited south of the Transportation Center along Juan Perea (NM 314 frontage road): a new blue, double-wide manufactured home with a back porch, gazebo and matching large shed or barn, and a fairly new single-wide trailer. The few remaining structures include an abandoned small mobile home and an old trailer. There is also an occupied single family dwelling located along Los Lentos in the southeast corner of Parcel 8.

The largest single parcel to the south is a 23-acre abandoned mobile home park whose entrance is from the frontage road along NM 314. The area has sidewalks, rolled curbs and paved streets, although these are cracked and invaded by weeds. Cement curb-cuts and the remnants of power and water hookups remain, but all the mobile homes are gone. Streetlights and fire hydrants are also present, although some have collapsed. The lots are full of weeds and debris. The site has remained vacant for at least seven years.



Figure 6: Looking West Toward Transportation Center from Village Owned Vacant Lot

North of the Transportation Center's rear parking lot is a day care center with colorful playground equipment, a dentist office, and a number of two-story apartment buildings. These are the only commercial buildings currently adjacent to the planning area. The neighborhoods to the east of the planning area are comprised primarily of single family homes. Across the street to the west of the train station is a deteriorating restaurant building which is for sale.

3.1.1 Ownership

Three-fifths of the parcels are in public ownership; Los Lunas owns eight parcels totaling 11.03 acres, and Valencia County owns one (0.29 acres), although the largest amount of acreage is in private hands (see Figure 2). The six remaining parcels (~35 acres) are privately owned by six different owners. The largest parcel in the southern MRA study area under a single ownership is the 23-acre former mobile home park. The relatively low number of parcels and the support of local landowners offer an opportunity to redevelop the area according to a common vision as a mixed use town center.

3.2 Zoning

A large portion of the MRA Study Area is zoned Special Use to accommodate a variety of uses including public uses associated with the transportation center and the mobile home park site to the south. There are also two half-acre parcels along NM 314 zoned C-1 (Commercial); as well as approximately 10 acres to the east of the transportation center zoned R-1 (Single Family Residential) (see Figure 3). In addition, about four acres southeast of the Transportation Center are zoned A-R (Agriculture-Residential).

In general, the current zoning districts in the station area do not allow for mixed use or TOD for the following reasons:

- Some use restrictions, such as allowing vertical mixed use;
- Setback requirements for residential and agricultural-residential uses;
- Minimum lot sizes for agricultural-residential uses.
- Off-street parking requirements.

3.2.1 Proposed Zoning

The Village has not yet adopted the mixed use zoning (TOD-MU) or higher density residential zoning (TOD-R) for the area proposed in the Station Area Plan, but should initiate a rezoning for TOD-MU. Adopting these zoning districts would promote residential densities and commercial uses supportive of transit ridership, walking, and bicycling while protecting the existing scale and intensity of surrounding residential neighborhoods. Specific development elements these districts would modify include:

- Floor Area Requirements to regulated density and building massing;
- Design guidelines to promote TOD;
- Affordability requirements;
- Allowable mixed uses;
- Reduced parking allowances.

3.3 Building & Site Conditions

As outlined in the MRA Designation Report (see appendix), the few structures in the area are in fair to good condition, although there are a few deteriorated or deteriorating structures. The most significant is an abandoned mobile home and a trailer on parcels 11 and 9.

The site and other improvements are deteriorating on multiple properties in the planning area or do not meet current standards. As noted previously, the sidewalks and streets within the former mobile home park are cracked and invaded by weeds. Utility hook-ups are damaged and some streetlights have collapsed. The site has trash and other debris. Parts of a perimeter fence are sagging or falling down. Dirt parking lots, lack of landscaping and maintenance issues contribute to a poor image of other properties. Weeds and abandoned structures or vehicles are the most common problems on vacant properties.



Figure 7: A Broken Street Light in Vacant Mobile Home Park Site

3.4 Transportation

As a future mixed use village center, planning for future roadway connections and walkable streets is extremely important to support higher density, mixed use and multifamily housing developments. Current transportation conditions are generally supportive of mixed use TOD, but additional modifications will help make the area more walkable, bikeable, and pedestrian friendly (see Figure 4).

3.4.1 Major Roads & Traffic Volumes

The major roadways within the study area are:

- NM 314:** a four lane state highway that runs north/south along the planning area's west boundary. The roadway is classified as a regional principal arterial with a speed limit of 45 MPH. In 2013 the roadway had 10,326 average weekday daily traffic (AWDT) between Morris Rd and Courthouse Road and 10,322 AWDT between Courthouse Rd and NM 6, which is a slight decrease in volume from previous years. The roadway has new sidewalks and landscape buffering on the western side of the street, but these amenities are absent on the eastern side. Overall, the high speeds, wide right-of-way, and limited access make the street a barrier for pedestrians and others to cross, and create the need for better pedestrian crossings in the future.

- **NM 6 (Main Street):** a four lane state highway (regional principal arterial) that runs east/west and is the primary river crossing in Los Lunas. The roadway had 22,456 AWDT in 2013 between NM 314 and Luna Ave, which is a moderate decrease from 2007, when the roadway handled about 4,000 more vehicles. Between Luna Ave and Los Lentos Rd, AWDT was 22,043, which has been relatively stable since 2000. Although not in the planning area, the roadway connects to both NM 314 and Luna Avenue, making it the major connection between the planning area and I-25, as well the Village's eastern neighborhoods.
- **Courthouse Road:** a two lane major collector that runs east/west through the planning area. In 2013, the AWDT was 7,285 between NM 314 and Luna Ave, and 5,393 AWDT east of Luna Ave. Overall, the volume of traffic has remained relatively stable over the last decade. The roadway was recently reconstructed to add bike lanes, wider sidewalks, landscape buffers, street trees, and pedestrian amenities.
- **Los Lentos Road:** a two lane major collector that runs north/south along the eastern edge of the planning boundary. In 2013, the roadway had 7,544 AWDT north of Courthouse Rd and 2,753 AWDT between Courthouse Rd and Morris Rd. The roadway has narrow, 4 foot sidewalks and a narrow landscape buffer that currently does not have street trees. The curbs are sloping curbs that are almost level with the travelled way. This roadway has been identified in the Master Transportation Plan as needing improvements such as wider sidewalks and bike lanes to enhance the street's walkability.
- **Luna Avenue:** a two lane north/south minor collector with 1,818 AWDT in 2013. Traffic volumes have remained stable on this roadway over the past decade. The roadway has adequate, 5-6 foot sidewalks and some on-street parking near the Valencia County buildings north of Courthouse Rd.
- **Village Drive:** a local road that runs south from Courthouse Rd to connect with Juan Perea Rd and the Transportation Center. The road also loops through the Transportation Station Area parking lot, but ends at the eastern vacant parcel (Parcel 6) owned by the Village. A continuation of this street through to Los Lentos is identified in the Master Transportation Plan and the Station Area Master Plan. Such a connection would facilitate improved travel between the station area and neighborhoods along Los Lentos, as well as increase pedestrian accessibility.
- **Juan Perea Road:** a local frontage road to NM 314 that runs north/south along the western edge of the planning area. This is currently the only road that creates a north/south connection between the transportation center and the vacant mobile home park.



Figure 8: Recent Streetscape Improvements to Courthouse Rd.

3.4.2 Crash Rates

Crash rates at the major intersections within the planning area (NM 314 and Courthouse Rd; Courthouse Rd and Los Lentes Rd) were below the average Albuquerque Metropolitan Area crash rate between 2008 and 2012. There were no reported pedestrian or bicyclist crashes at these intersections during the same time period.

3.4.3 Connectivity & Walkability

As identified in the Station Area Plan, improving roadway connections within the planning area is important to support viable mixed use, transit orientated development, which depends on pedestrian friendly streets, smaller blocks, and safe access to mixed use development and community amenities.

Unfortunately, the existing street layouts, particularly in the southern study area, do not foster the development of higher density housing and commercial activities envisioned for transit-oriented development around the Transportation Center. Several long, narrow vacant properties with insufficient access are located behind existing homes, which discourages development. Common ownership of the abandoned mobile home park provides an opportunity to re-plot properties into parcels of an accessible, developable size, but the current configuration would have to be demolished first. This would involve reconfiguring the existing street layout and the dedication of new public right-of-way to create connections between future developments.

The Station Area Plan identifies strategies to improve walkability, including designs for more pedestrian friendly, “complete streets,” improvements to bike facilities, and alignment changes that would improve access for users of all transportation modes. A few key transportation improvements:

- NM 314 improvements to construct sidewalks, a bicycle trail, and raised medians with pedestrian refuges.
- Internal street connections, including a parallel connection to Courthouse Road between the transportation center and Los Lentes Rd. Additional improvements would involve a north/south connection between the transportation center and the mobile home park to the should, and a new connection between Juan Perea Rd and NM 314.
- Los Lentes Road reconfiguration to improve sidewalks, streetlights, and add bike lanes. Improvements to this road could improve overall pedestrian and bike connections between the station area and the rest of the Village’s transportation network.
- Reconstruction of the intersection of NM 314 and Courthouse Road to enhance pedestrian crossings and traffic flow. A new alignment would also open land to the north of the transportation center to redevelopment.
- Luna Avenue improvements.

3.4.4 Rail Runner and Transit

Rail Runner Express service extends from Belen to Santa Fe. Seven northbound and seven southbound trains per day serve Los Lunas. Two trains in the morning provide express service to Santa Fe, and one train runs from Los Lunas to the Alvarado Transportation Center in downtown Albuquerque. There are two afternoon trains from Los Lunas to Santa Fe, and two evening trains from Los Lunas to downtown Albuquerque. There are four southbound trains from Santa Fe – one in the morning, one mid-day, one later in the afternoon and one in the evening. There are two very early morning southbound trains from downtown Albuquerque and one late afternoon train from downtown Albuquerque. Service is designed around commuter schedules, although the afternoon trips for commuters to and from Los Lunas are relatively late in the day.

Weekend options are more limited, but there are trains morning, afternoon and evening to and from Santa Fe to Albuquerque. Total passenger trips from the Los Lunas station in 2014 were 69,150 passengers, or about 190 passengers per day.

In addition to the Rail Runner, Rio Metro provides fixed route service, with four routes serving Los Lunas timed to meet and/or complement the Rail Runner schedule.

- Route 207 links the Rail Runner Station to the Huning Ranch subdivision and neighborhoods along NM 6.

EXISTING CONDITIONS

- Route 209 travels between the Transportation Center and the University of New Mexico Valencia Campus.
- Route 504 offers early morning service between Los Lunas, Downtown Albuquerque and the Los Ranchos/Journal Center Rail Runner Station.
- Route 505B offers morning service to Belen.

In addition, Rio Metro's Dial-a-Ride offers curb-to-curb service anywhere in the Los Lunas area between 8 am and 5 pm. Rides must be requested by noon one day in advance, or on Friday for Monday rides.



Figure 9: View of the Transportation Center Looking North

3.5 Drainage

All of the parcels within the MRA boundary are within a 100 year floodplain that covers the core areas of the Village. Houses located in the floodplain are either required to elevate the house four feet above the ground or pay FEMA flood insurance, both of which add substantially to the cost of housing. Although most of the historic center of the Village is located within this floodplain, these new building and/or insurance requirements could complicate redevelopment efforts in the future.

Overall, the topography of the site is relatively flat, with several lower lying drainage pond areas to control stormwater runoff (see Figure 5). The largest, made up of parcels 6 and 7, is owned by the Village and collects runoff from Courthouse Rd and the Transportation Center. An additional drainage area (parcel 13) is owned by the Village and makes up part of the eastern edge of the mobile home park. A third low lying area is found in the south western corner of the mobile home park (parcel 12). Given future

site development, these existing drainage areas may have to be reconfigured and/or complemented by additional water control facilities.

3.6 Utilities

Utilities within the planning area including sewer, water, and private utilities (electricity, and natural gas) are available for new development, but many need upgrades to provide adequate services in the future.

4. ECONOMICS & MARKET CHARACTERISTICS

Information regarding market opportunities has been developed as part of the Station Area Planning, including market studies completed in 2008 and opportunity sites identified in the Station Area Plan. Information about the local housing market was developed as part of the 2015 Affordable Housing Plan, including proposed sites for affordable housing. The MRA plan draws upon the findings of these existing documents.

3.1 Market Characteristics

The Station Area market study noted the expanding residential market in Los Lunas and its appeal to local residents and Albuquerque commuters. Retail development has responded to the population growth. The high growth rate experienced in Los Lunas in the early to mid-2000's was considered conducive to a new, mixed-use development type surrounding the transportation center. However, most of the new development occurred adjacent to the I-25 corridor, which drew activity and residents away from the traditional Village core. Although residential construction fell below these levels during the recession beginning in 2007, new construction is beginning to pick up in the region and increased in 2014.

3.1.1 Los Lunas Demographics

The estimated population of Los Lunas was 15,206 in 2014. This is only a slight increase from 2010, when the Village's population was 14,835. The relatively stable population reflects a slowdown in growth since the Great Recession, which has affected many communities in New Mexico. The total number of households in 2010 was 5,463 and the average household size was 2.69 people. The median income is \$51,105, which is higher than both the State as a whole and Albuquerque. The median age in the Village is 33.2 years, which is younger than Albuquerque and the State as a whole. However, as with most communities, the retiree population is growing, and the station area location is ideal for a higher density, walkable neighborhood with easy access to Albuquerque, Santa Fe and Belen by transit.

3.1.2 Station Area Demographics

Given the small area encompassed by the planning area and few developed parcels, total population and employment counts for the area are not available using standard US Census Data. Instead, the Mid Region Council of Governments (MRCOG) Data Analysis Subzone (DASZ) that encompasses the planning area (DASZ 4165) was used to analyze basic demographic information both currently, and as projected to 2040. Although this DASZ is for an area larger than the planning area, it does capture the existing population employment dynamics and can be used to track changes over time.

Within the DASZ for the planning area, there were 681 people and 264 households in 2010. Household size was 2.60 people, or similar to the household size in the Village as a whole. There were a total of 333 housing units, of which 317 were single family homes. Multifamily units were limited to the existing multifamily apartments along the north side of Village Dr. Given that there are only a few residential developments within the planning area, these population counts are reflective of the adjacent neighborhoods.

3.1.3 Jobs

The total number of estimated jobs in 2010 within the station area DASZ was 92 jobs. The US Census Bureau's OnTheMap Tool has a higher estimate of 403 total jobs within the DASZ in 2013. This larger estimate of total jobs can be attributed to County and State offices north of Fernandez Road. This includes the Children, Youth & Families Division office and the New Mexico Protective Services office. Other local and state government offices may also contribute to this total. Overall, the majority of the estimated jobs from this data source were in healthcare and social assistance as well as transportation and warehousing. Overall, most of the jobs in the study area were filled by those who live outside of the planning area, mostly in other parts of Los Lunas.

3.1.4 Retail, Commercial, & Office

As noted in the Station Area Plan and the Comprehensive Plan, there are no existing retail establishments within or adjacent to the planning area. Most retail is concentrated along the Village's major corridors of NM 314 and NM 6. On the east side of the river more establishments can be found along NM 47.

Along with the lack of retail shopping, there are no eating or drinking establishments within the planning area, including cafes or bars. A restaurant across NM 314 from the Transportation Center recently closed and the building is for sale. All other restaurants are concentrated along NM 6 or NM 47 on the east side of the river.

Commercial properties with the planning area consist mainly of service industries including a day care along Courthouse Rd, a Bail Bonds, law offices, a dentist office, and a few additional professional services offices. In addition, government offices

account for the majority of employment locations within and adjacent to the study area, including the County Courthouse, Detention Center, and some state supportive services.

As discussed in previous plans, one of the redevelopment goals for the station area is to attract more retail establishments that can support TOD. The 2008 Station Area Plan, for example, recommends that the Village encourage the establishment of a restaurant and/or café, as well as anchor retail tenants. The major obstacle to attracting retail establishments is the low daytime population in Los Lunas, especially near the Transportation Center. Redevelopment efforts that are focused on increasing the concentration of residents within the station area should help provide a stable population base that can support expanded retail.

3.1.5 Housing

The Village recently completed a Joint Affordable Housing Plan with Valencia County to better accommodate ongoing growth within the Village. The plan projects that over the next five years the Village will need a total of 168 rental units to address existing distressed conditions from both dilapidated housing and cost burden. In addition, the Village will need more than 500 ownership units for households earning 80% or less of the Area Median Income.

3.1.6 Projections

MRCOG projections for the Data Analysis Subzone (DASZ) that encompasses the planning area show a large increase in population and employment between 2010 and 2040. For the DASZ directly south of Courthouse Rd, the population is projected to increase by about 100% to 1,349 residents, and the total employment is expected to increase by 400% to a total of 474 jobs. Once again, although this DASZ is for an area larger than the planning area, it does indicate a general progression towards increased population density, increased employment, and more multifamily housing. These trends will be made possible by implementing the redevelopment goals and projects outlined in this plan.

3.2 Market Constraints

The 2008 TOD Market evaluation report notes some of the market constraints to developing TOD within the Village Center. Most of these are related to existing regional development realities, including the continued preference for single-family homes, the shift in development within Los Lunas to areas closer to I-25, and a large commuter population that leads to a low daytime population. Other market constraints include:

1. Housing Preferences

Building permit data for Los Lunas indicate that new residential development in the Village is almost exclusively single family detached dwellings. There remains a

strong interest in single family homes instead of multi-family developments, most likely because Los Lunas is still an attractive, cheaper alternative to Albuquerque.

The market analysis from the Station Area Plan noted a local perception that higher density housing has not absorbed well, although such higher density projects may have not been developed at the right time or the right location. This constraint means that the type, cost, and location of future multifamily TOD will have to be competitive with alternative offerings that may be attractive to target demographics. The good news is that the community is receptive to higher density housing around the station area, and has been supportive of developing a broader mix of housing types beyond single family homes.

2. Inadequate Infrastructure

Infrastructure and traffic problems must be addressed to facilitate development. The study noted problems with traffic around the intersection of Highway 6 and Highway 314, and the need to redevelop the infrastructure in place at the old mobile home park. Additional infrastructure requirements may include the construction of new internal roadway connections between development sites within the planning area, and drainage facilities to mitigate storm water runoff and flooding concerns.

3. Lack of Existing Retail and Private Businesses

As summarized above, there are currently very few private businesses within the planning area, meaning there are limited shopping and dining opportunities within walking distance of existing and future residents. The 2013 Master Plan addresses this imbalance by including several large commercial developments as part of the final design concept. However, finding anchor tenants who can fill new commercial space may be a challenge initially given the competition from establishments along NM 6. The good news is that as the population of the Village increases, the demand for more diversified shopping choices will grow.

4. Capturing Traffic

There has been a large amount of development along the I-25 and NM 6 corridors that has attracted many residents and shoppers away from the Los Lunas Village center. Future development in the station area will have to capture additional customers, residents, and tourists who currently frequent new developments near I-25 and along NM 6. This can be accomplished in part by offering an alternative shopping environment that is characterized by smaller scale stores, a walkable street network, and proximity to community assets (such as the Transportation Center, the proposed events space, and public buildings).

5. Low Daytime Population and Commuting Patterns

With its large commuter population, Los Lunas has a low daytime population of workers and residents. This indicates that there is a jobs/housing imbalance, with many people unable to both live and work in Los Lunas due to a lack of adequate jobs, a jobs/skill mismatch, or by choice. While the commuter population has

driven residential and commercial growth, the low daytime population is considered to be a constraint to development of retail in the station area. However, it also offers the opportunity to attract businesses that can create more local jobs, and improve the jobs/housing balance. This in turn will increase activity within the Village – some of which can be concentrated in the planning area.

3.3 Market Opportunities

Many of the constraints identified above are counterbalanced by exciting market opportunities that support the introduction of mixed use and TOD within the station area.

1. Land Supply

There are several large parcels of significant size within the planning area that remain undeveloped. Some of these parcels are owned by the Village, which creates the opportunity for public investment in station area improvements, and partnerships with interested developers of other parcels within the station area. Some owners of private land within the planning area have expressed support for redevelopment efforts. In addition, the low number of private land owners means that fewer parcels will have to be consolidated in the future to facilitate redevelopment.

2. Quick Development Review

The 2008 study noted that Los Lunas is known for quickly approving entitlements for development projects. With a clear area master plan, and the priority sites identified in this plan, developments should be fast tracked for construction, saving developers time and money.

3. Rail Runner Connection

The Transportation Center and Rail Runner connection are true assets that will help catalyze redevelopment efforts. The Rail Runner creates an alternative means of travel to employment centers in Albuquerque and Santa Fe, as well as facilitating access to more affordable housing within Los Lunas. Transit passengers also generate activity before and after train arrivals, which helps support retail opportunities. Although these potential customers are not enough on their own to support more retail development, they do provide a stable customer base that is expected to grow as the station area develops.

4. Station Area Amenities & Location

The station area is currently located in close proximity to community amenities. With redevelopment efforts, the concentration of amenities may increase, which in turn could lead to a virtuous cycle of private redevelopment efforts from local developers and business owners. The planning area is in an ideal location to locate future affordable housing units, and create a new “village center” that provides an expanded housing and retail choices for residents.

5. **Affordable Housing Demand**

There is a demand for affordable housing development with the Albuquerque Metropolitan Region, including Los Lunas. The recent Valencia County/Village of Los Lunas Joint Affordable Housing Plan projects that over the next five years the Village will need a total of 168 rental units geared toward 2- to 4-person and elderly and disabled households earning 60% or less of the Area Median Income and more than 500 ownership units for households earning 80% or less of the Area Median Income. This demand can be channeled to the new developments within the Station Area.

6. **Latent Demand**

There is latent demand for higher density housing among many age groups including singles without children younger than 35 or older than 60. As in most communities, the retiree population in Los Lunas is growing, and the station area location is ideal for a higher density, walkable neighborhood with easy access to Albuquerque, Santa Fe and Belen by transit.

MRA BOUNDARIES & PARCEL OWNERSHIP

Prepared by Sites Southwest



Small Community • Big Possibilities

LEGEND

Village Owned

Valencia County Owned

Private Owner

MRA Parcel Number

MRA Boundary

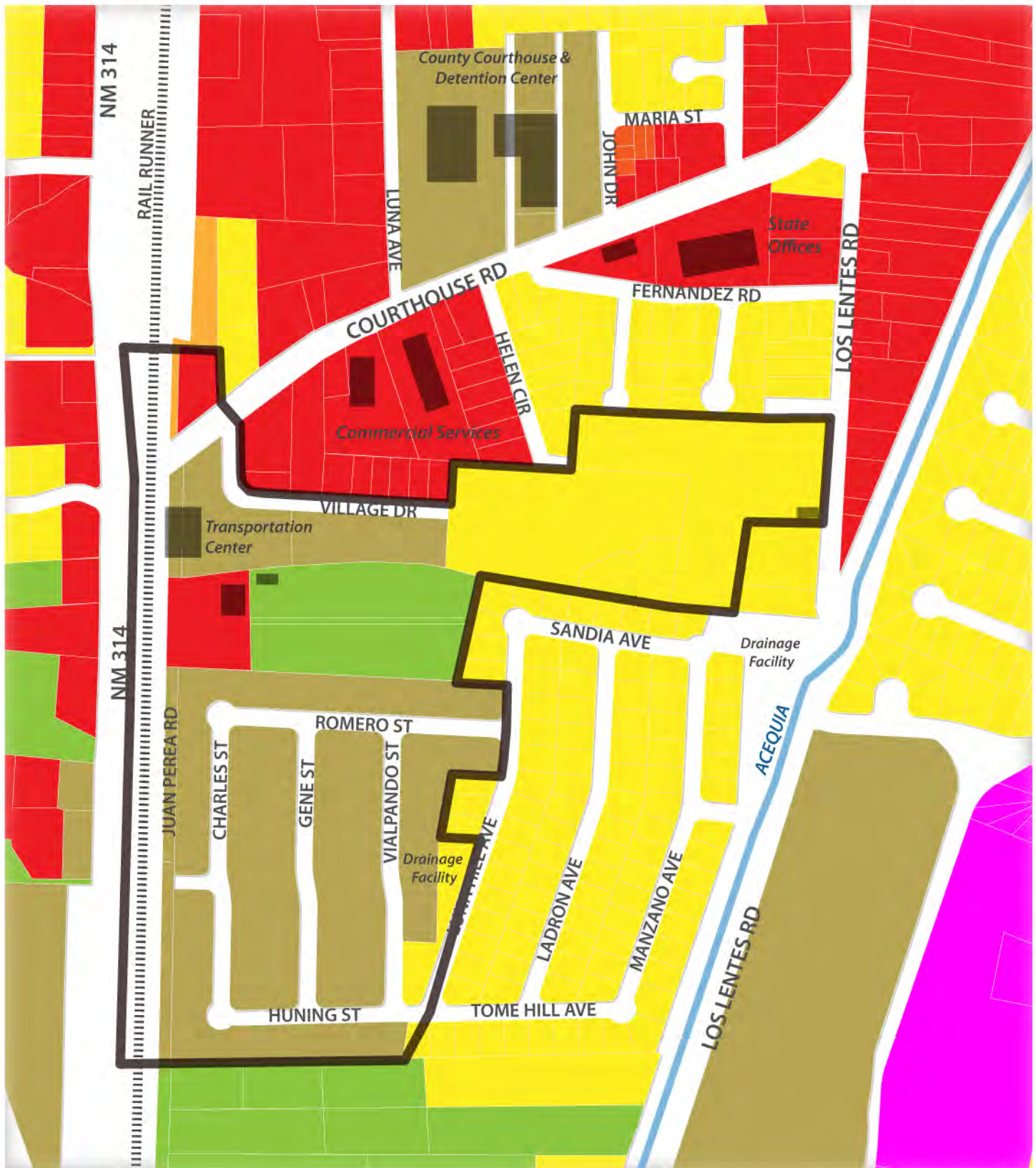
NOTE: All map data has been obtained from public sources and no warranty is made to its absolute accuracy. 11/9/2015

0 300 600 FEET



STATION AREA ZONING

Prepared by Sites Southwest



Small Community • Big Possibilities

LEGEND

 R-1	 R-4	 Special Use
 R-2	 MH	 MRA Boundary
 A-R	 C-1	

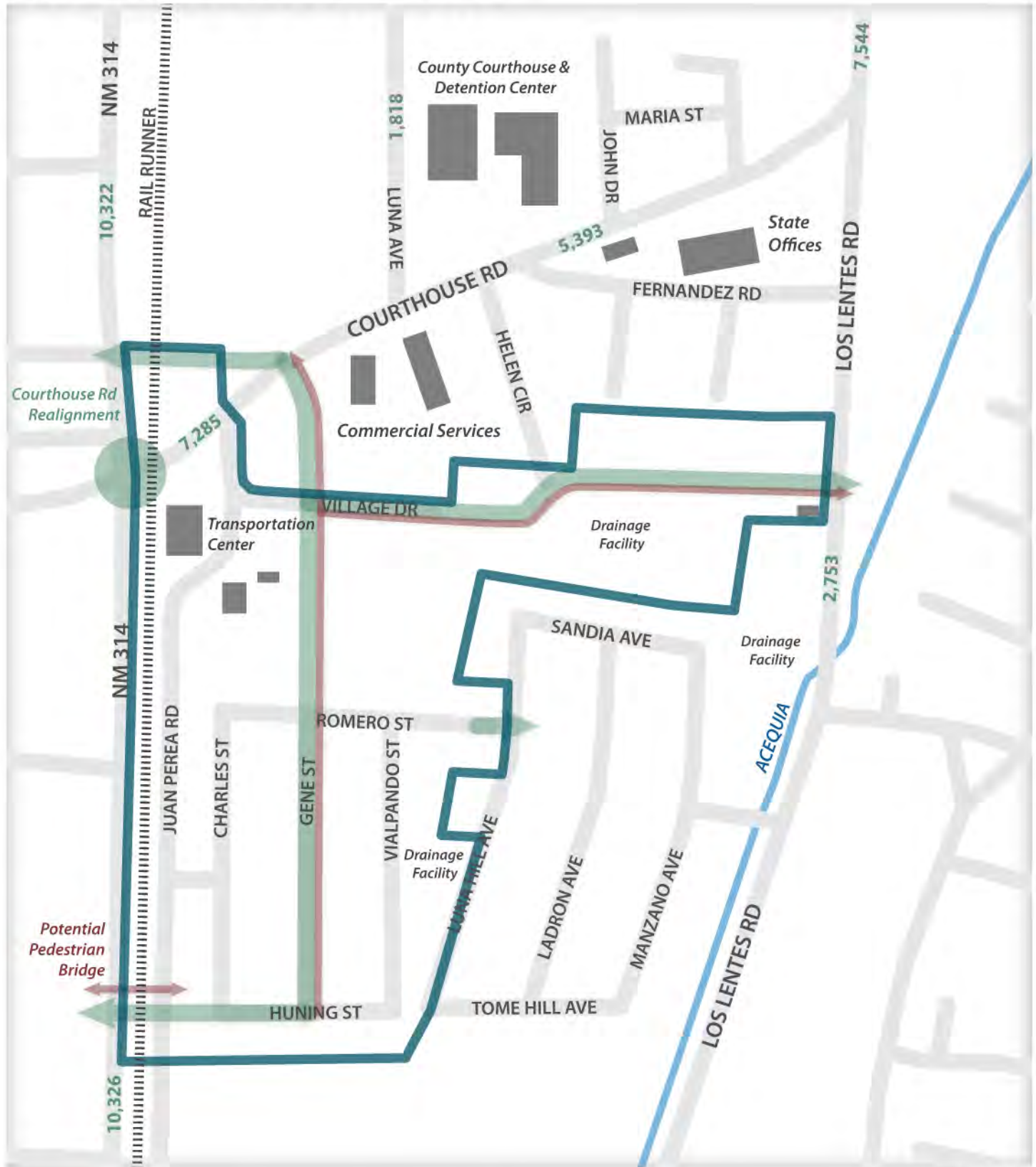
NOTE: All map data has been obtained from public sources and no warranty is made to its absolute accuracy. 11/9/2015

0 300 600 FEET



TRANSPORTATION CONDITIONS

Prepared by Sites Southwest



10/22/2015



Small Community • Big Possibilities

LEGEND



MRA Boundary

7,285

Average Weekday
Daily Traffic (AWDT)

Potential Roadway Connection



Potential Pedestrian or Bike Connection

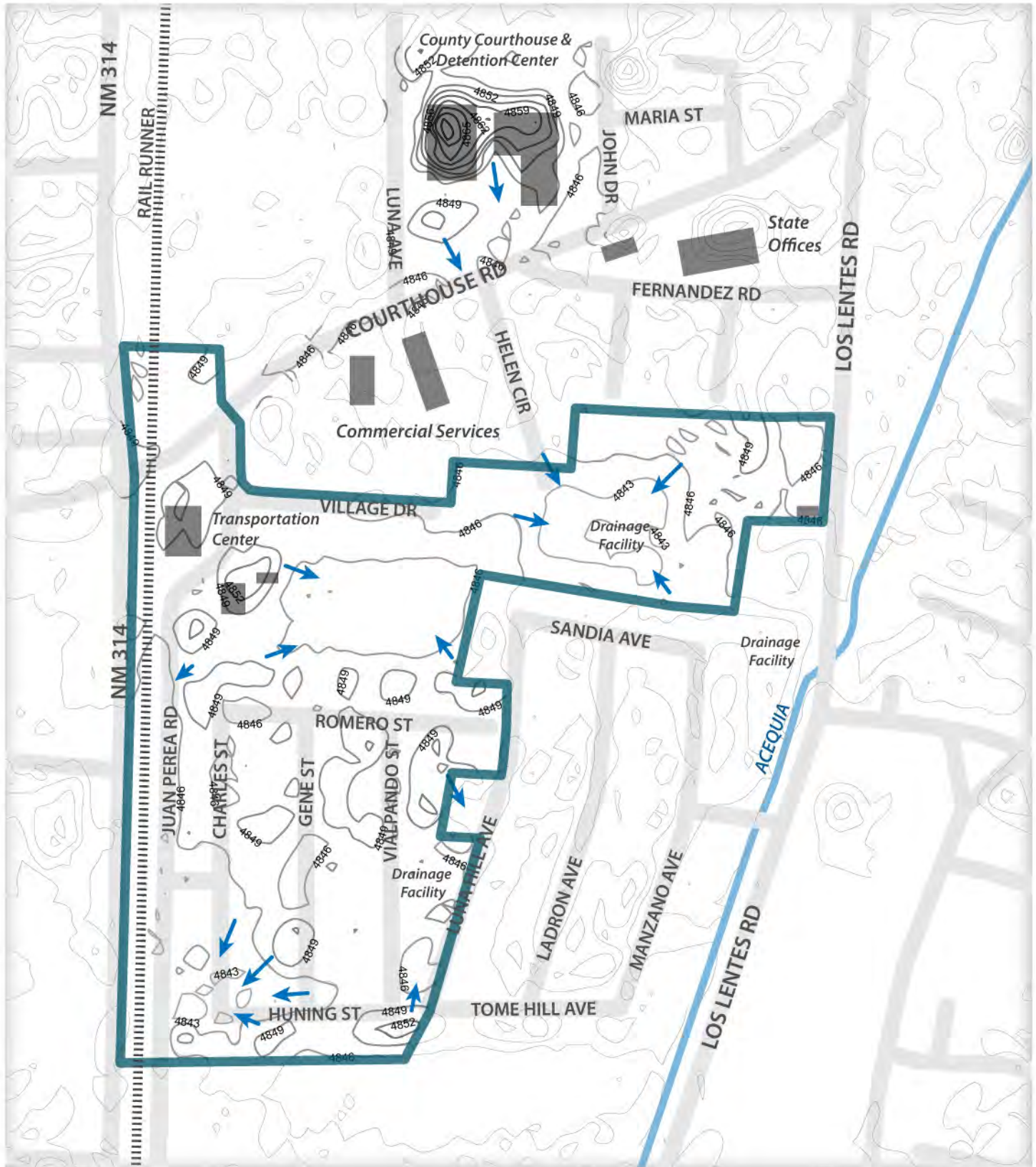
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LOS LUNAS TRANSPORTATION CENTER / STATION AREA

GENERALIZED DRAINAGE CONDITIONS

Prepared by Sites Southwest



NOTE: All map data has been obtained from public sources 10/22/2015 and no warranty is made to its absolute accuracy.



Small Community • Big Possibilities

LEGEND

- MRA Boundary
- ➔ Generalized Flow Direction

0 300 600 FEET



SECTION IV

VISION, GOALS & OBJECTIVES

"The Village of Los Lunas is a community that takes pride in its small town character, rich history, attention to economic development and long-term planning for sustainable growth. Los Lunas strives to provide a range of housing options, plentiful parks and open spaces, opportunities for recreation, and alternate modes of transportation. Los Lunas values its diverse culture and takes seriously its responsibility to conserve its natural resources and heritage for present and future generations."

- Village of Los Lunas 2035 Comprehensive Plan, October 2013

1. VISION STATEMENT

As expressed in the Los Lunas Rail Runner Station Area Plan, the Village's vision for the station area is to create a vibrant, walkable Village Center that serves local residents and visitors, provides a variety of attainable housing options, promotes economic development, and supports increased Rail Runner and transit ridership.

This vision is consistent with the vision for the Village as expressed in the Comprehensive Plan, contributing to the economic health and sustainability of the Village.

2. GOALS AND OBJECTIVES

The goals and objectives for the MRA are embedded in a series of documents that have been completed over the past ten years, each of which identifies policies and potential projects to take full advantage of the opportunities presented by the Los Lunas Transportation Center and surrounding properties. The Village considers this area to be a prime location for mixed-use, transit oriented development that can realize the potential for multimodal travel within the Village and the region. The Goals and Objectives from the Station Area Plan include:

2.1 Land Use Goals & Objectives

Goal: Provide a range of land uses around the Los Lunas Rail Runner Express Station that will create a destination and provide opportunities for a wide range of residential lifestyles, work environments, retail, entertainment, and services.

Objective 1: Implement more compact pedestrian-oriented zoning standards that allow for a mix of uses and higher densities as well as more consistent zoning throughout the station area.

Objective 2: Encourage mixed-use development with a range of residential housing types and a vibrant mix of uses that will serve residents and visitors at all hours of the day.

Objective 3: Ensure that the style and scale of new development is appropriate to the existing context of Los Lunas.

Objective 4: Provide incentives for infill and redevelopment around the station to encourage the improvement of existing developed properties.

Objective 5: Create a park, events space, or community gather space within walking distance of housing in the station area.

2.2 Housing Goals and Objectives

Goal: Provide a safe, active, and inclusive community around the station that supports community participation and transit ridership for residents of all incomes

Objective 1: Encourage the development of a variety of housing types to encourage a mix of residents, including families, young professionals, and older adults, with both rental and ownership opportunities.

Objective 2: Encourage the use of upstairs spaces in retail and office buildings for housing, to foster an environment with activity throughout the day.

2.3 Economic Development Goals and Objectives

Goal: To encourage the development of the station area as a retail and service destination for commuters, local residents, and visitors.

Objective 1: Encourage the development of local businesses, with an emphasis on entertainment, dining, and resident-serving goods and services.

Objective 2: Actively recruit quality commercial and office tenants and consider incentives to attract these uses.

Objective 3: Encourage pedestrian-oriented specialty retail shops offering goods and services that serve transit riders and the local residential population. Encourage a balance between independent/locally-owned business and franchise and corporate entities.

2.4 Urban Design Goals and Objectives

Goal: Develop a strong identity and character for the station area through high quality architectural and streetscape design in order to foster an attractive walking environment.

Objective 1: Ensure that new development enhances the character of Los Lunas by requiring design qualities and elements that are appropriate in look and scale to the Village context and pedestrian orientation.

Objective 2: Improve streetscapes in key corridors in the station area and create a sense of arrival at key gateways to Main Street, the Rail Runner Express station, and other key destinations.

Objective 3: Develop appropriate public art to further establish a sense of unique identity in the station area.

Objective 4: Develop pedestrian oriented wayfinding to destinations in the station area that will further establish the station area identity, including historic sites and structures and other heritage tourism destinations.

Objective 5: Promote a built environment that reduces crime and the fear of crime and improves the quality of life through maintenance, natural surveillance and design.

2.5 Walkability Goals & Objectives

Goal: Improve the circulation system in Los Lunas by providing transportation choice and enhanced connectivity through improved transportation within and around the station area.

Objective 1: Encourage the creation of a more connected street network in the vicinity of the station, to create alternative routes and avoid concentrating traffic on Highway 314 and Main Street.

Objective 2: Focus on creating an improved pedestrian environment, with continuous sidewalks on both sides of the street and high quality streetscaping. Use street trees, special paving, high quality street lighting, and pedestrian furnishings to encourage pedestrian mobility.

Objective 3: Improve pedestrian connections across intersections; especially Highway 314. Shorten crossing distance, improve crosswalk marking and signals, and heighten driver awareness of crossings to improve pedestrian safety and comfort.

2.6 Parking Goals and Objectives

Goal: Provide an appropriate supply of parking for station area land uses, while avoiding an oversupply of parking.

Objective 1: Encourage the use of shared parking where train service, businesses, services, and recreational facilities have staggered needs according to peak times.

Objective 2: Locate parking in new developments in a manner that is less visually intrusive relative to the public realm, such as behind buildings or with minimal sidewalk frontage.

Objective 3: Develop lower overall parking requirements for new development in proximity to the Rail Runner station to encourage more multimodal transportation habits.

Objective 4: Encourage the provision of bicycle parking in new development and adjacent to public destinations.

SECTION V

OPPORTUNITIES & STRATEGIES

1. OPPORTUNITY SITES

The following opportunity sites are locations within the MRA boundary that the Village should focus redevelopment efforts as part of the implementation of this plan. These sites and their associated projects have been proposed in the previous plans that the Village has conducted in recent years. Parcels are identified by a parcel number (1-15), which corresponds to the numbers in Figure 6.

These sites and their associated projects each have the potential to help transform the station area into the walkable, mixed use, TOD envisioned in previous plans. However, some sites have constraints that might make redevelopment more complicated, costly, or a long term project. A few of the opportunities and constraints are summarized below for each opportunity site.

Table 1: Project Sites Opportunities and Constraints

SITE & PROJECTS	ACRES	PARCELS	SITE OPPORTUNITIES	SITE CONSTRAINTS
1. Transportation Center Transportation Center Building Improvements Public Plaza New Commercial Space Village Government Office Building	3	1-5	<ul style="list-style-type: none"> Owned By Village Highly Visible Project that could spur private investment Enhances use of community facility Anchors future redevelopment projects. Begins to create village center Funding and construction documents secured Lays groundwork for future walkability/TOD improvements 	<ul style="list-style-type: none"> Requires expenditure of public funds Some improvements depend on Courthouse Rd Realignment
2. Station Area Park Events/ Educational Facility Drainage Facility	5.5	6-7	<ul style="list-style-type: none"> Repurposes underutilized land Owned by the Village Creates event space for Village activities and a place for people to gather Possible regional attraction/activity generator. Neighborhood asset 	<ul style="list-style-type: none"> Requires public funds Maintenance (ongoing) Requires design and construction documents
3. Village-Owned Property Affordable Housing	0.5	6	<ul style="list-style-type: none"> Village owns property and can influence its use through RFP process Meets need for affordable housing in Los Lunas Proximity to RR station 	<ul style="list-style-type: none"> The site is zoned R-1 and will need to be rezoned for multifamily. Site is within 100 yr floodplain, and may have drainage issues.
4. Mobile Home Park Site Mixed Use TOD Affordable Housing Charter School Other Educational Facilities	23	12-15	<ul style="list-style-type: none"> Large site that offers many redevelopment possibilities Some existing infrastructure Can accommodate many types of development, including affordable housing and TOD Creates opportunities for more commercial space Could meet affordable housing demand Potential access to NM 314 	<ul style="list-style-type: none"> Privately owned. Site is within 100 yr floodplain, and may have drainage issues. Internal infrastructure may not fit planned redevelopment. Existing roadway alignments/condition may need to be changed. Requires expenditure of Village Funds for roadway improvements or acquisition. Details of eventual zoning district/master plan need to be worked out.

SITE & PROJECTS	ACRES	PARCELS	SITE OPPORTUNITIES	SITE CONSTRAINTS
5. Vacant Land to NE Affordable Housing Mixed Use TOD East/West Road Connection to Los Lentes Bicycle Trail	5.6	8	<ul style="list-style-type: none"> Proximity to RR station Infill opportunity Access to major roads Repurposes underutilized land 	<ul style="list-style-type: none"> Privately owned Requires expenditure of Village Funds for roadway improvements or acquisition.
6. Land to South of RR Station Mixed Use TOD Road Connection to Mobile Home Park	6.3	9-11	<ul style="list-style-type: none"> Creates connection between RR station and former mobile home park site Proximity to RR Station 	<ul style="list-style-type: none"> Privately owned Requires expenditure of Village Funds for roadway improvements or acquisition.
7. Courthouse Rd Realignment Intersection Improvements	NA	1-2	<ul style="list-style-type: none"> Improved traffic flow Creates safer intersection Opens additional space for future development of Village owned parcels. 	<ul style="list-style-type: none"> Realignment impacts privately owned properties on the north side of the existing roadway. Requires Collaboration with NMDOT
8. Internal TOD Connections North/South Connection Village Dr. connection to Los Lentes Romero St. Connection New Access Point to NM 314	NA	5-12, 15	<ul style="list-style-type: none"> Creates connections and improved walkability 	<ul style="list-style-type: none"> Connections impact private landowners
9. Walkability Enhancements Pedestrian Crossing/Bridge over NM 314 Bike Lane for Juan Perea Rd. NM 314 improvements, including raised median and pedestrian refuges. Area Wayfinding	NA	14-15	<ul style="list-style-type: none"> Potentially improves safety Supports new development, including commercial 	<ul style="list-style-type: none"> Requires collaboration with NMDOT and Railroad. Cost of Improvements Design details need to be worked out.

Site 1: Los Lunas Transportation Center Site

The Los Lunas Transportation Center Building and its adjacent site are the primary focus area in the 2008 Station Area Plan, and the Phase II Master Plan. The site is currently owned by the Village and encompasses approximately 2.5 acres (excluding ROW) across five parcels that are mostly owned by the Village. One parcel (3) is also owned by Valencia County, and a small portion of parcel 1 is owned by a private owner. The Transportation Center site is zoned S-U. Parcel 2 to the north is zoned commercial, and the small sliver of parcel 1 is zoned R-2.

Potential Projects

The concepts for Phase II of the Transportation Center development illustrate how public amenities will be added to the facilities that already exist at the Transportation Center. Proposed public investments will enhance the public's use of the site and create a central package of amenities to attract private investment to the MRA. Features of the site development include:

- Landscape improvements to the Transportation Center, including a new plaza/courtyard space to the north of the buildings and improvements to the drop off area.
- A public plaza adjacent to the Transportation Center.
- Additional office space that may help address some of the imbalance with daytime population by moving Village staff to new offices next to the Transportation Center.
- Commercial development to expand retail opportunities adjacent to the Transportation Center.

Implementation Steps

1. Secure financing for all phase of site improvements through inclusion on Village's ICIP.
2. Determine if retail commercial buildings should be offered at market rate or below. If below market rate, issue RFP to potential tenants.
3. Develop a strategy to attract and retain potential retail businesses for new commercial buildings.

Financing

TIF Financing, ICIP/GRT for infrastructure, Community Development Block Grants, Public Project Revolving Fund



Site 2: Station Area Park and Event/Educational Space

The concept plan for Phase II of the Los Lunas Transportation Center development proposes that the 5.5 acre drainage area east of the Rail Runner station parking lot become a joint park/event venue/drainage facility. The site made up of two parcels owned by the Village (parcels 6-7) and is zoned R-1.

Potential Projects

This area is intended to provide a place for large outdoor events and entertainment while also functioning as a drainage pond during rain events. The events space could include an amphitheater and elevated stage, as well as additional trees and other landscape elements. Alternative ideas for the site include developing a more traditional community gather space, with room for playing fields, a dog park, and other park amenities. In addition, the site is complemented by a proposed dog park to the southeast that is not within the MRA boundaries, but could become a community open space in the future.

Redevelopment Steps

1. Determine design / programmatic elements that would be good to have in the park.
2. Develop design and construction documents, possibly through an RFP or on-call process.
3. Secure financing for project improvements.
4. Construction.
5. Seek events and sponsors to organize events.
6. Create operations and maintenance plan for the site.

Possible Financing

Capital Outlay, ICIP/GRT for infrastructure, TIF Financing, Community Development Block Grants, Public Project Revolving Fund



Figure 14: View of Future Park/Event Space Site (Parcels 6 & 7)

Site 3: Village-owned Housing Site

The Village owns an approximately half-acre site within the MRA that is suitable for housing development. The property is located at the northwestern corner of Parcel 6, next to existing multifamily homes along Village Dr. and abuts the proposed central park performance space described above. The property is served by existing infrastructure and is within walking distance of the Rail Runner station. However the site is within a floodplain and mitigation will be required for development of the site. In addition, the site is currently zoned R-1 and will need to be rezoned in the future following the Station Area Plan's Mixed Use zoning recommendations.

Potential Projects

This site has been identified for future affordable housing and may be donated to a developer of housing that meets the goals and income targets of the Village/County Affordable Housing Plan. The affordable housing plan identifies this site as suitable for multifamily housing at a density of 30 units per acre. The housing plan assumes that the Village will donate the land and waive utility costs for the selected developer. The total cost to a developer would be approximately \$6.5 million if built at the full allowable density.

Redevelopment Steps

1. Develop overall site requirements (unit types, total units, building massing, parking requirements, and cost estimates).
2. Secure financing for site improvements.
3. Issue RFP to developers based on process outlined in Village's Affordable Housing Ordinance. Offer possible incentive package.
4. Rezone site for MU-TOD.

Possible Financing

- ICIP/GRT for infrastructure, TIF Financing, Low Income Housing Tax Credits, Metropolitan Redevelopment Bonds, MFA, HUD Funds



Figure 15: View of Existing Apartments along Courthouse Rd.

Site 4: Mobile Home Park Redevelopment Site

The former Monte Vista mobile home park site (parcels 12-15) at the southern edge of the MRA has been identified as a location for future mixed use development, including both housing and commercial uses, as well as a possible location for a new charter school. This 23 acre site is an important component of the transit-oriented development concepts presented in the Station Area Plan and in the master plan concepts for Transportation Center, Phase II improvements.

This site is almost entirely privately owned, and a public-private partnership is envisioned for the site's future development. The Village owns a parcel (13) along Luna Hill Avenue that collects storm water drainage. There are no known environmental constraints, but the site is located within a floodplain and existing road and utility layouts present a design challenge for development that is different from the site's original use. The site is zoned S-U for the former mobile home park. This zoning will have to be changed to accommodate the TOD concepts presented in the Station Area Plan.

Potential Projects

As part of the 2013 Master Transportation plan, and as part of the Phase II Master Plan, two land use scenarios were developed for the site. Both scenarios propose commercial development including retail uses along Juan Perea Road and a mix of two-story (medium density) and three-story (higher density) housing east of the commercial area. In addition, both scenarios aim to increase density to at least 6-8 dwelling units per acre. However, one scenario incorporates more residential mixed use, while the other has more commercial mixed use and open space. The final determination of the land use mix can be determined by the Village through an RFP process. Part of this mix should be determined by developer interest and market demand, which will shift as the site evolves.

In addition to these two land use proposals, the recent Los Lunas/Valencia County Affordable Housing Plan evaluated using the site exclusively for affordable housing. This plan found that if the site were to develop at its maximum residential density, with residential as the only use, it could accommodate over 600 units at 30 DU/acre. However, the mix of uses is important in this location to take advantage of proximity to the Rail Runner and to create a complete walkable community.



A third proposal for the site includes a new charter school that would take up about half the developable area of the site, or approximately 10-12 acres. Additional opportunities could involve other educational facilities.

Redevelopment Steps

1. Acquire site from private owner.
2. Finalize LU scenarios and site requirements (number of units, land use mix, access requirements, utility needs, etc.)
3. Finalize possible incentive package for developer, including possible rezoning to MU-TOD, fee waivers, infrastructure improvements, etc.
4. Issue RFP to developers.

Possible Financing

ICIP, Metropolitan Redevelopment Bonds, TIF Financing, Low Income Housing Tax Credit, New Markets Tax Credit, Rural Community Block grants, MFA, HUD Funds, USDA Funding

Site 5: Vacant Land to NE

A fifth site that is currently vacant and could accommodate future mixed use development is a privately owned 5.6 acre site (parcel 8) to the NE of the station area with access to Los Lentes Rd. This land currently has one private home on the southeastern corner, but is otherwise vacant. Some of the land within the site has overgrown with trees, weeds, and other vegetation and is not actively maintained. The site is zoned R-1.

Potential Projects

This site is identified as a location for future residential development in the Phase II Master Plan. This development could include higher density affordable housing adjacent to the proposed central park/event space or additional mixed use development. The site is also the ideal location for a proposed continuation of Village Rd through the middle of the site to Los Lentes Rd. Such a connection would create an alternative route to the Transportation Center and could improve overall pedestrian accessibility within the entire planning area.

Redevelopment Steps

1. Talk to landowners about sale/redevelopment support
2. Possible rezoning
3. Secure dedication of ROW for roadway connections

Possible Financing

TIF, ICIP, CDBG, Public Project Revolving Fund, MFA Funds, HUD Programs

Site 6: Land to the South of Transportation Center

The three parcels of privately owned land adjacent to the Transportation Center (parcels 9-11) have been identified as the location for both mixed-use TOD and the location of a future north/south road connection connecting Gene St to Village Drive and Courthouse Rd. Parcel 9 currently has one private home that is well maintained across from the Transportation Center. A small trailer is located on the western side of parcel 10. Parcel 11 is currently vacant. Total site acreage is approximately 6.3 acres. The western edge of parcel 9 & 10 are currently zoning C-1. The eastern side of parcel 11 is zoned A-R: Agricultural-Residential, which will have to be rezoned to allow for future higher density development.

Potential Projects

A combination of higher density multifamily and commercial spaces has been proposed for this site in the Transportation Center Master Plan. New commercial would be sited adjacent to the Center, and residential development would be placed south of the existing station parking lot. Residential development could include additional affordable housing or senior housing. These developments would begin to create a strong urban block form that could be continued to the south in the mobile home park site.

A section of the site has been proposed to accommodate a future north/south extension of Gene St to Village Drive and eventually to Courthouse Rd. A new road passing through the site would allow for an alternative connection between the Transportation Center and new development in the former mobile home park site.

Redevelopment Steps

1. Talk to landowners about sale/redevelopment support
2. Possible rezoning
3. Secure dedication of ROW for roadway connections as part of possible rezoning.

Possible Financing

TIF, ICIP, CDBG, Public Project Revolving Fund, MFA Funds, HUD Programs

Site 7: Realignment of Courthouse Road

The concept plan for Phase II of the Transportation Center development proposes realignment of Courthouse Road by shifting the intersection with NM 314 to the north.

This realignment creates a number of benefits for the Transportation Center:

- Road queuing off Courthouse Road is decreased due to the increased space, creating a less congested intersection for Courthouse Road and NM 314.
- It may also improve safety at the intersection and help facilitate safer pedestrian crossing of NM 314.
- The road realignment enables the Village properties that are now split by Courthouse Road to be consolidated (parcels 2 and 4). The consolidation would allow for a more efficient use of the Village property and expand the development potential for these parcels.

NMDOT is moving forward with evaluation of this proposal.

Redevelopment Steps

1. Work with NMDOT to complete engineering and construction of the roadway realignment.
2. Secure parcels to the north of the Transportation Center that are not owned the Village
3. Finalize design and construction practices to ensure they fulfill the goals of the station area plan and create walkable streets.

Possible Financing

ICIP, Transportation Alternatives Program, NMDOT, COOP Road Fund, TIP



Figure 16: Existing Conditions at Courthouse Rd and NM 314 Intersection

Site 8: Internal TOD Connections

Both the Station Area Plan and the Phase II Master Plan propose transportation improvements that involve changes to existing roadway alignments and street designs that are more pedestrian-orientated. Both propose several additional internal street connections for the planning area that would improve accessibility and connectivity.

Potential Projects

- **North/South Connection:** the Phase II Master Plan proposes a north-south connection between Gene St to the south that would connect to Village Drive and eventually to Courthouse Road. This would provide a central transportation route between new development within the former mobile home site and the Transportation Center. A continuation of this street would pass through private property (parcels 9, 10, 11), which would require right-of-way dedication from the current landowners.
- **Continuation of Village Dr:** a continuation of Village Rd through the middle of parcel 8 to Los Lentes Rd. Such a connection would create an alternative route to the Transportation Center from Los Lentes Rd and could improve overall pedestrian accessibility within the entire planning area.
- **Romero St Connection:** a connection between Romero St and Luna Hill Ave. This would be a minimal site improvement that would create an alternative route between new development within the mobile home park and existing residential development to the west.
- **Additional Access Point to NM 314:** a new access point to NM 314 near the southern boundary of the planning area. This street would connect Juan Perea Rd to NM 314, once again providing an alternative route for motorists (and possibly pedestrians). The route could be a continuation of Huning St, or a new road further north. NMDOT access management standards would have to be addressed in any proposal.

Redevelopment Steps

1. Complete traffic/road study of proposed changes with NMDOT and MRCOG
2. Secure dedication of ROW
3. Finalize design and construction practices to ensure they fulfill the goals of the station area plan and create walkable streets.
4. Secure infrastructure financing.

Possible Financing

ICIP, Transportation Alternatives Program, ICIP, COOP Road Fund

Site 9: Walkability Enhancements

Design guidance is included in the 2008 Station Area Plan for new streets to make them more walkable and supportive of surrounding TOD.

Potential Projects

The key project sites outlined in these plans include:

- A pedestrian crossing (or bridge) across NM 314 between Don Fernandez Park and the southern portion of the planning area.
- An expansion of bike routes through the study area, especially a new north/south route to connect with Luna Ave to the north.
- Bike lanes along Juan Perea Rd.
- NM 314 improvements to construct sidewalks and raised medians with pedestrian refuges.
- Improved landscape design including street trees and possible green infrastructure (low impact development) to address drainage needs.
- District-wide wayfinding signage to direct visitors to Village amenities.

Redevelopment Steps

1. Complete traffic/road study of proposed changes with NMDOT and MRCOG
2. Secure dedication of ROW
3. Finalize design and construction practices to ensure they fulfill the goals of the station area plan and create walkable streets.
4. Secure infrastructure financing.

Possible Financing

ICIP, Transportation Alternatives Program, ICIP, COOP Road Fund

2. REDEVELOPMENT STRATEGIES

The following are a selected list of redevelopment strategies that the Village may use to begin redeveloping the station area. These redevelopment strategies represent the series of tools the Village has at its disposal to implement the goals and objectives outlined in this plan.

2.1 Acquisition and Disposition

As part of the MRA designation for the area, the Village may choose to purchase key parcels of land to facilitate redevelopment. Currently, the Village is considering buying the underutilized former mobile home park site to redevelop the parcels following the conceptual designs in the Station Area Plan. Buying this site would allow the Village to address infrastructure needs, including roadways and drainage and then resell the land to an interested developer through an RFT process. Depending on the reception from other landowners, the Village may also seek to purchase adjacent parcels to ensure future development is continuous with the Transportation Center. Some roadway connections may also require the dedication of public right-of-way and compensation to private land owners.

2.2 Infrastructure Improvements

To help catalyze private development, the Village may invest in infrastructure improvements. These include improvements to drainage, utilities, or roadway reconstruction/repaving. For example, some improvements may be needed for the former mobile home site, such as replacing existing water and sewer connections and realigning the internal streets. As detailed in the MRA Designation report, some of the area's street lights are also damaged, which will need to be replaced in the future.

2.3 Streetscape Improvements

Streetscape improvements, such as those recently completed on Courthouse Rd, also help facilitate redevelopment by making the area more attractive, walkable, bikeable, and safe. With ongoing redevelopment, the Village should extend recent improvements along Courthouse Rd to additional streets in the planning area. This can include a continuation of pedestrian amenities (benches, trashcans, lighting), sidewalk improvements, bicycle infrastructure, and landscape buffer improvements. These improvements are not only cosmetic, but should be seen as a crucial component for TOD, which relies on walkable streets that give priority to pedestrians.

2.4 Rezoning

The Village may rezone the properties in the Station area to follow the recommendations of the Station Area Plan for mixed-use, transit-oriented development. The rezoning process can be proposed by the Village before

development occurs, or can happen as part of an agreement with a developer of a larger site. In either case, the rezoning should establish the use and design requirements outlined in earlier plans to ensure development follows the goals of TOD.

2.5 Public Private Partnerships

The Village of Los Lunas may consider establishing public private partnerships (P3s) with interested developers who seek additional financial support or incentives to develop community facilities, including additional affordable housing or retail and office space. Although public private partnerships take many forms, the Village can issue an RFP to redevelop a Village owned site with specific development criteria. The Village would then enter into an agreement with interested developer who agreed to redevelop the site in exchange for access to additional financing, a long term lease on the property, waiver of fees, or an agreement to install utilities.

Public-private partnerships with the Village of Los Lunas represent the most likely way redevelopment will occur in the Study Area. This will likely take the form of land acquisition and disposition to interested developers through an RFP process. For example, the Village intends to set aside a half acre for the development of affordable housing on Village owned land (parcel 6). This property could be leased to an interested developer at low cost and include Village guarantees to install any necessary infrastructure, waive fees, and carry out the necessary rezoning.

Overall, the Village has flexibly within a P3 to offer an incentive package in exchange for high quality development that meets the goals of this plan. Incentives can include: rezoning, financial support, waiver of fees, zoning bonuses (density, reduced parking), infrastructure improvements, or subsidized leases. Benefits can include: high quality mixed use buildings, senior or affordable housing, pedestrian improvements, etc.

2.6 TIF/TIDD

The Village of Los Lunas, with the powers granted by the Metropolitan Redevelopment District designation, may elect to establish a Station area tax increment financing district (TIF) or tax increment development district (TIDD). Both policies use expected future gains in property and/or gross receipt taxes (the tax increment) to pay for site acquisition, or infrastructure improvements, such as streetscape projects, public infrastructure, or building rehabilitation.

A TIF works by leveraging future gross receipt tax dollars to finance the sale of public bonds. Bond dollars are then allocated to a developer to pay for costs associated with new development. Although similar tools, TIDDs also collect the additional increment in gross receipts taxes that may be generated by the addition of new businesses locating in within the Station Area.

TIFs are useful for projects that are considered risky by developers or would not happen without additional incentives. TIFs/TIDDs have been used around the state to finance larger development projects, including the Mesa del Sol project in Albuquerque (once the largest TIDD in the country), and the redevelopment of Winrock Mall. In some cases, however, TIFs end up providing an unnecessary incentive to development that would have happened anyway given existing market demand. In other cases, they do not always generate enough revenue to pay off bonds, or have long payback periods that reallocate funds from other neighborhoods that also require reinvestment dollars.

2.7 Tax Exemptions & Bond Financing

To facilitate development, the Village may choose to abate property taxes on new development over a set period of years. This can provide additional incentive for developers who are hesitant to invest in improvements that might raise their property taxes. This incentive could be offered for new commercial developments, which may need support from a public subsidy to establish successful, sustainable businesses in the Station Area.

Within the MRA, the Village may offer Metropolitan Redevelopment Bonds (MRBs) to developers to help finance projects. Unlike traditional general obligation bonds, the Village does not provide the financing directly or offer credit; instead, developers securing funding themselves. The advantage of MRBs to developers is that they provide property tax abatement for up to seven years on the value of improvements to the property, and may give them additional access to lower interest bonds than those they could receive without municipal support.

The Village may also choose to issue revenue bonds to finance projects. These include both traditional revenue bonds and industrial revenue bonds (IRBs). IRBs may be issued to finance economic development based projects, including the construction of light manufacturing facilities, research and development facilities, some office facilities or the purchase of land and equipment. Although light manufacturing has not been envisioned for the station area, commercial development has been proposed, and may be eligible for financing through IRBs. As with MRBs, the Village does not provide the financing directly or offer credit; instead, developers securing funding themselves. Because the Village would own the title to these bonds, projects (including land, buildings, equipment) would also be tax exempt for up to 20 years.

2.8 Below Market Leases & Long Term Leases

To ensure retail spaces built and owned by the Village are leased to tenants, the Village may wish to offer below-market-rate leases in Transportation Center and/or future office/retail buildings. This can help businesses who may initially need an incentive to locate their business in the station area as opposed to areas along Main Street or

elsewhere that currently have more traffic. Such an incentive may be necessary during the initial phases of redevelopment when there may not be enough traffic (vehicular or otherwise) to support expanded retail opportunities. The time period of this subsidy would depend on the type of business and the progression of other redevelopment efforts within the planning area.

For some parcels such as a the proposed charter school, the Village may also offer a long term lease to the tenant to develop/utilize Village owned land for a specified use with a long term contract.

2.9 Development/Business Promotion

To ensure development projects attract investors (and eventually tenants and visitors), the Village should continue to pursue a more consistent and *persistent* marketing message for the station area. This will involve creating a distinct “brand” for the station area that distinguishes it from other parts of Los Lunas, and highlights the area’s uniqueness with the greater Albuquerque Metropolitan context. Such a branding message should appeal to existing visitor audiences by highlighting complementary, yet distinctive experiences that may be had within Los Lunas, and especially the station area. All promotional material, events, and advertisements should be coordinated to reach multiple audiences across multiple platforms. The Village’s lodger’s tax may potentially be used to fund some promotional efforts.

A few promotional avenues that the Village can explore:

1. OppSites.com

One way to market development parcels is through OppSites.com. This website allows municipalities to list available parcels online as well as development goals. This can attract investment from developers nationwide who might otherwise overlook Los Lunas. In addition, this can increase local government transparency while providing a clear roadmap for development the Village would like to see.

2. Project Website

The Village can consider creating a project webpage to promote the developable parcels and ongoing project updates. The webpage can be linked to the Village’s existing economic development webpage and other free advertising sites such as CoUrbanize and others.

3. NM True Campaign

The Village can continue to work with New Mexico Tourism Office to develop a long term “NM True Campaign.” Although the specifics of this marketing message will have to be honed, Los Lunas has many “authentic” identities to promote, including a history of agriculture, a history with the railroad, and a history with Route 66. NM True offers a free “Ad Builder” toolkit on their

website and awards Cooperative Marketing grants to cities and non-profits to help promote the location in out-of-state markets.

4. Food and Art Events

The promotion of more outdoor events (especially using a new events space) could help attract younger community members and regional visitors. These include more festivals, art shows, or food events. Although hosting additional events is time consuming, potentially costly and fraught with uncertainty, establishing signature events that draw regional crowds is important to maintain the identity and vibrancy of downtown. NM True also offers a competitive event sponsorship grant to help cover advertising costs for events of all sizes.

5. Pop Up Events & Co-Promotion

Host "cool", spontaneous pop-up art events using the Transportation Center and future new buildings to creatively reuse these spaces. These low cost, non-traditional events have the unique potential to create a buzz about the station area and attract more formalized displays or ongoing events. Co-promotion with the Santa Fe Railyards and Albuquerque Railyards could also be considered.

2.10 Placemaking

Redevelopment is not simply about securing financing and developers to construct new buildings or infrastructure. The success of redevelopment projects around the County has also been the result of targeted placemaking efforts that seek to elevate an area's environment to reflect the unique characteristics of place. Although placemaking has become an overused planning term, there are concrete aspects of placemaking that can be pursued as a redevelopment strategy to infuse the station area with a unique identity. A few of these strategies include:

1. Design Guidance/Urban Design Objectives

Adopting and *following* design guidelines (advisory or required) within the station area can lead to the construction of high quality buildings and public spaces that create a desirable alternative to traditional developments in Los Lunas and the Metropolitan region. By promoting high quality design, design guidelines can ensure the implementation of the plan's key urban design goals to create a unique Village Center character that is walkable, attractive, and desirable to a variety of tenants and businesses. High quality design can also lead to higher property values, increased development interest, and the possibility of additional customers for area businesses.

The 2008 Station Area Plan includes design guidelines that would help enhance the area's design identity by promoting a cohesive series of

architectural styles and design elements. These guidelines should be consulted as development projects are proposed and the area evolves.

2. Public Art

Public art often expresses community stories, reflecting the spirit, character, and personality of the culture of a place and the time when it is created. Public art should become a part of the Station Area, expressing the stories of place that make Los Lunas unique. The Village can start this initiative by determining locations where public art should be displayed, the general subject matter, and sending out a request for artists.

3. Events

As outlined above, events are part of placemaking and can help promote ongoing activity and interest in the station area.

4. Civic Spaces

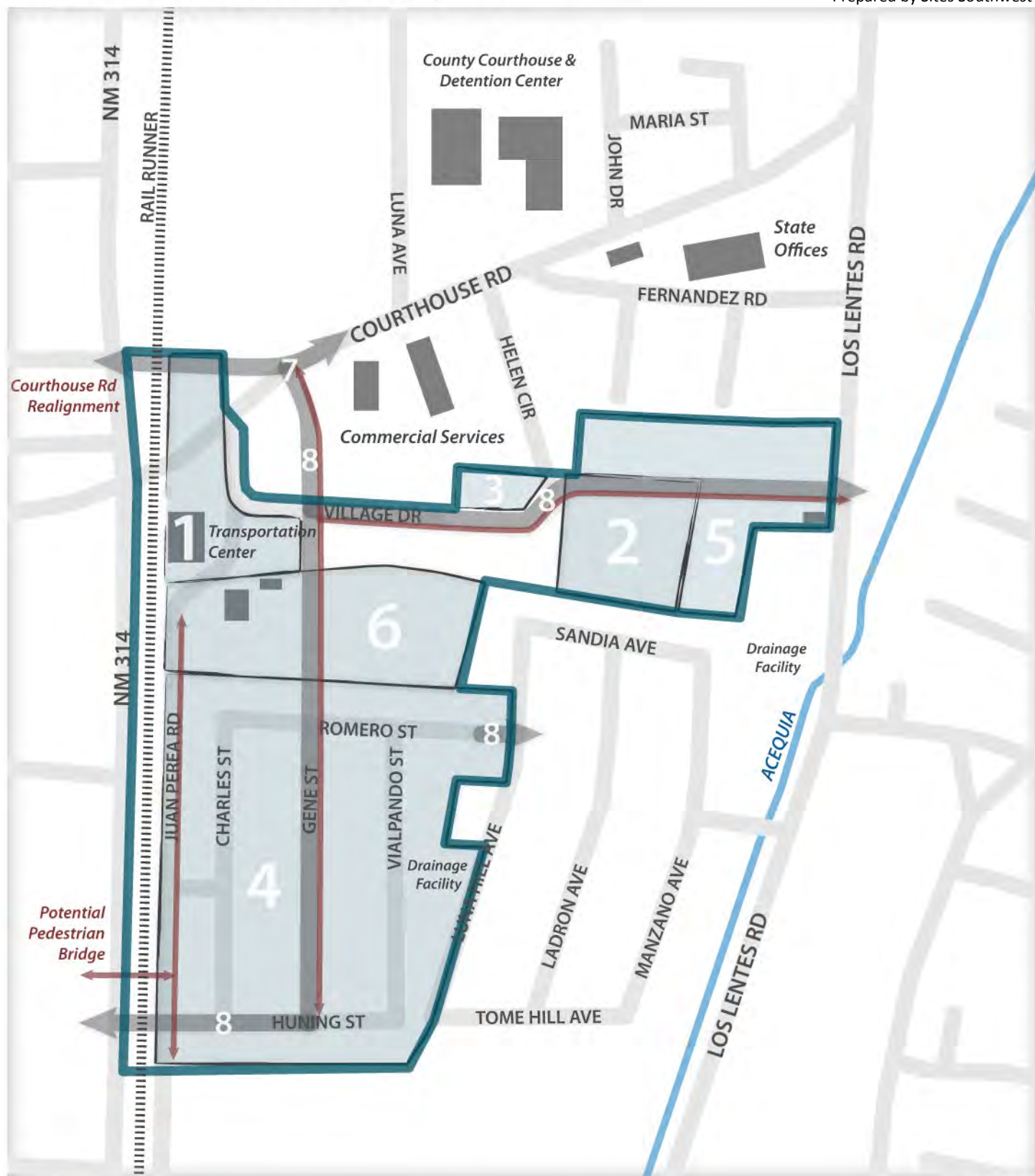
Creating human-scaled, well-designed public places is an art form, although there are some generally agreed upon principles that can be applied. One straightforward approach was developed by Danish architect Jan Gehl, who has named *12 quality criteria for public spaces* that help create places that are attractive and meaningful to their users. Each quality consideration is organized into one of three categories – *protection, comfort, and delight* – to reflect the essential needs of the space's users. These criteria are not prescriptive; they are general guidelines that can be applied to any place, including future developments in the Station Area.

- *Protection*: The first consideration for any public place is to ensure there is protection against risk, in-jury, insecurity, and unpleasant sensations. This includes 1) protection against traffic and accidents; 2) protection against crime and violence; and 3) protection against unpleasant sensory experiences such as harsh weather, pollution, noises, etc.
- *Comfort*: After protection has been ensured, there are six qualities of public spaces that promote comfort, including opportunities to 1) walk, 2) stand/stay, 3) sit, 4) see, 5) talk/listen, and 6) play. In practical terms, this translates into adding active central spaces, benches, movable furniture, trees, plants, and other elements that satisfy basic human needs to rest, see and be seen, and communicate.
- *Delight*: Finally, there are three qualities that allow people to take delight in a place. These include: 1) providing appropriately scaled buildings and details; 2) creating opportunities to enjoy the positive aspects of the climate; and 3) providing positive sensory experiences through high quality design details, fine views, etc. Once again, having these qualities helps enhance the social aspects of a place, contributes to walkability, and leads to more memorable experiences.

LOS LUNAS TRANSPORTATION CENTER / STATION AREA

OPPORTUNITY SITES & PROJECTS

Prepared by Sites Southwest



10/22/2015



Small Community • Big Possibilities

LEGEND

- MRA Boundary
- Opportunity Site



Potential Roadway Connection

Pedestrian & Bike Improvement

0 300 600 FEET



SECTION VII

IMPLEMENTATION

1. VILLAGE PRIORITIES

To begin redevelopment, there are a number of priority actions the Village needs to take to realize redevelopment of the station area.

1. Complete Improvements to Transportation Center building and site as outlined in the Phase II Master Plan.
2. Continue to work with NMDOT to realign intersection of Courthouse Rd and NM 314.
3. Purchase former Mobile Home Site for future public/private partnership.
4. Develop marketing plan for station area, including target demographics for housing, commercial uses, etc.
5. Discuss redevelopment ideas with landowners of privately owned parcels, including possible dedication of street ROW.
6. Following plan adoption, begin to promote plan projects and the redevelopment potential of the station area. Begin conversations with developers and business owners who may be interested in developing sites.
7. Issue RFPs for key sites, based on project elements outlined in this plan.

2. IMPLEMENTATION TABLE

The follow table lists the actions the Village can begin to take to implement the projects outlined above. The table also lists potential partners for these efforts and possible financing mechanisms. Although not exhaustive, this list should provide a general roadmap for the Village to begin implementing redevelopment of the station area.

Table 2: Project Implementation Matrix

#	SITE & PROJECTS	REDEVELOPMENT STRATEGIES	PRIORITY	AGENCIES & PARTNERS	FINANCING TOOLS
1	Transportation Center (Parcels 1-5) Transportation Center Building Improvements Public Plaza New Commercial Space Village Government Office Building	<ul style="list-style-type: none"> • Infrastructure Improvements Investment, including improvements to the streetscape • Below Market Leases 	High	Valencia County, Rio Metro	ICIP, CDBG, Public Project Revolving Fund, TIF
2	Station Area Park (Parcels 6-7) Events/Education Facility Drainage Facility	<ul style="list-style-type: none"> • Infrastructure Improvements Investment • Co-promotion of events/activities 	High		Capital Outlay, TIF, ICIP, CDBG, Public Project Revolving Fund
3	Village-Owned Property (Parcel 6) Affordable Housing	<ul style="list-style-type: none"> • Public-private partnership to accelerate redevelopment. • Possible incentive package to developers (infrastructure improvements, zoning changes, low sale price) 	High	MFA, Private Developer	ICIP for infrastructure, TIF, LIHTC, MRBs, MFA Funds, HUD Programs
4	Mobile Home Park Site (Parcels 12-15) Mixed Use TOD Affordable Housing Charter School Other Educational Facilities	<ul style="list-style-type: none"> • Village acquisition • Public-private partnership to accelerate redevelopment. • Possible incentive package to developers (infrastructure improvements, zoning changes, low sale price) • TIF financing • Long-term Leases 	High	MFA, Private Developer	TIF, MRBs, LIHTC, New Markets Tax Credits, RBDGs, MFA Funds, HUD Programs, USDA funding

#	SITE & PROJECTS	REDEVELOPMENT STRATEGIES	PRIORITY	AGENCIES & PARTNERS	FINANCING TOOLS
5	Vacant Land to NE (Parcel 8) Affordable Housing Mixed Use TOD East/West Road Connection to Los Lentes Bicycle Trail	<ul style="list-style-type: none"> • Village acquisition • Rezoning of parcel to MU-TOD • Infrastructure Improvements Investment 	Low	Private Landowners	ICIP, TIF, CDBG, LIHTC, MFA Funds, HUD Programs
6	Land to South of RR Station (Parcels 9-11) Mixed Use TOD Road Connection to former Mobile Home Park Affordable Housing	<ul style="list-style-type: none"> • Village acquisition • Rezoning of parcel to MU-TOD • Infrastructure Improvements Investment 	Medium	Private Landowners	ICIP, TIF, CDBG, LIHTC, MFA Funds, HUD Programs
7	Courthouse Rd Realignment (Parcels 1-2) Intersection Improvements	<ul style="list-style-type: none"> • Infrastructure Improvements Investment 	Medium	NMDOT	Transportation Alternatives Program, NMDOT, COOP Road Fund, TIP
8	Internal TOD Connections (Parcels 5-12, 15) North/South Connection Village Dr. connection to Los Lentes Romero St. Connection New Access Point to NM 314	<ul style="list-style-type: none"> • Infrastructure Improvements Investment, including improvements to the streetscape 	Medium	MRCOG, NMDOT, Private landowners	TIF, ICIP, Transportation Alternatives Program
9	Walkability Enhancements (Parcels 14-15) Pedestrian Crossing/Bridge over NM 314 Bike Lane for Juan Perea Rd. NM 314 improvements, including raised median and pedestrian refuges.	<ul style="list-style-type: none"> • Infrastructure Improvements Investment, including improvements to the streetscape 	Medium	Private Landowners	TIF, ICIP, Transportation Alternatives Program

3. FINANCING MECHANISMS

The following are general financing tools that may be used to fund redevelopment efforts. These include both community funds put forward by the Village, and financing sources for private developers.

3.1 Public Private Partnerships

1. General Obligation Bonds/General Funds

Agency: Village of Los Lunas

Type: Capital Outlay

Description: The Village of Los Lunas may choose to fund land acquisition and infrastructure costs using the Village's existing general fund or by issuing new bonds to pay for capital improvements.

2. Infrastructure Capital Improvements Plan (ICIP)

Agency: Village of Los Lunas

Type: Capital Outlay

Description: The Village of Los Lunas may fund infrastructure projects through the existing city budget and its infrastructure capital improvements plan. Although city funds are limited, they may offer be used as matching funds to secure larger grants and/or loans by outside agencies (e.g. matching road funds for a street reconfiguration on a state highway).

3. Industrial Revenue Bonds

Agency: Village of Los Lunas

Type: Bond

Description: Los Lunas can issue Industrial Revenue Bonds (IRB) for the expansion and relocation of commercial and industrial projects. IRB financing is available for land, buildings, and equipment for headquarter office buildings, warehouses, manufacturing facilities and service-oriented facilities not primarily engaged in the sale of goods and commodities at retail. IRB-financed projects are exempt from ad valorem tax for as long as the bonds are outstanding and title to the project is held by the issuing agency. Bonds may be issued in different series with variable principal amounts, interest rates and maturities to accommodate the acquisition of assets with different useful lives

4. Metropolitan Redevelopment Bonds

Agency: Village of Los Lunas

Type: Bond

Description: Within the MRA, the Village may offer Metropolitan Redevelopment Bonds (MRBs) to developers to help finance projects. The Village does not provide the financing directly or offer credit; instead, developers securing funding themselves. The advantage of MRBs to developers is that they provide property tax abatement for up to seven years on the value of improvements to the property, and may give them additional access to lower interest bonds than those they could receive without municipal support.

5. Tax Increment Financing (TIF) District or Tax Increment Development District (TIDD)

Agency: Village of Los Lunas

Type: Tax Funds

Description: The Village of Los Lunas, with the powers granted by the Metropolitan Redevelopment District designation, may elect to establish a downtown tax increment financing district (TIF) or tax increment development district (TIDD). Both policies use expected future gains in property and/or gross receipt taxes (the tax increment) to pay for current improvements, such as site acquisition, streetscape improvements, public infrastructure, or building rehabilitation.

6. Transportation Alternatives Program

Agency: NMDOT / MRCOG

Type: Capital Outlay

Website: <http://dot.state.nm.us/en/Planning.html>

Description: The New Mexico Transportation Alternatives Program (TAP) is a Federal-Aid funding program. TAP funds

can generally be used for bicycle and pedestrian infrastructure and activities, in addition to other projects, related to economic development, increased safety, and increased accessibility. The New Mexico Department of Transportation has a competitive process to afford TAP funds, based on how well each project proposal addresses the goals of the program. Such funds could be used for a reconfiguration NM 314 Street to include bike lanes or pedestrian improvements or the realignment of Courthouse Rd.

7. Cooperative Agreements Program (COOP) Local Government Road Fund

Agency: NMDOT

Type: Capital Outlay

Website:

<http://www.torcnm.org/downloads/Final%20Approved%20TorC%20Downtown%20Master%20Plan%2010.2014.pdf>

Description: The New Mexico Department of Transportation sets aside money each year for local government road improvements. This program assists local governments to improve, construct, maintain, repair, and pave highways and streets with matching funds from NMDOT.

3.2 Community Grants

8. Small Cities Community Development Block Grants (CDBG)

Agency: New Mexico Department of Finance and Administration

Type: Community Grant

Website: http://nmdfa.state.nm.us/CDBG_Information_1.aspx

Description: Community Development Block Grants can be used to fund planning projects and the construction of public buildings, community facilities, infrastructure, and housing. Funds are administered by the New Mexico Department of Finance and Administration, with a \$500,000 grant limit per applicant. Five percent of matching funds must be provided by the applicant.

9. Rural Business Development Grants (RBDG)

Agency: USDA

Type: Community Grant

Website: <http://www.rd.usda.gov/programs-services/rural-business-development-grants>

Description: Rural Business Development Grants are available to rural communities under 50,000 in population. Grant funds may be used to finance and facilitate the development of small, private, business enterprises which includes any private business which will employ 50 or fewer new employees and has less than \$1 million in projected gross revenues. Programmatic activities are separated into enterprise or opportunity type grant activities.

10. McCune Foundation Grants

Agency: McCune Charitable Foundation

Type: Community and Organization Grants

Website: <http://nmmccune.org/apply>

Description: The McCune Charitable Foundation awards grants to communities, non-profits, public schools, and government agencies that are engaged in community-based projects related to the Foundation's nine foundational priorities. This includes projects that build capacity in the non-profit sector, promote economic development, education and childhood development, healthcare, local food, the arts and community engagement, natural resources, urban design, and rural development are all considered. The average grant award is \$15,000, with some as large as \$25,000.

11. National Endowment for the Arts Our Town Grant

Agency: National Endowment of the Arts

Type: Community and Organization Grants

Website: <http://arts.gov/grants-organizations/our-town/introduction>

Description: The National Endowment for the Arts offers the "Our Town" Grant to fund creative placemaking projects that showcase the distinct identity of their community. The grant will pay for cultural planning efforts, design of projects, and arts engagement efforts. The grant will not fund construction, renovation, or purchase of facilities. Projects must involve a partnership with a local non-profit organization. Grants range from \$25,000 to \$100,000.

3.3 Community and Business Loans

12. NM Community Development Loan Fund (The Loan Fund)

Agency: The Loan Fund

Type: Business/Organization Loan

Website: <http://www.loanfund.org/>

Description: The Loan fund is a private, non-profit lender that provides \$5,000 - \$500,000 loans to small businesses and non-profits. The Loan Fund will finance equipment, inventory, building renovations, operating capital and business expansion expenses. As a private lender, the Loan Fund seeks to support low-income individuals and communities that need additional "bridge funding" to establish or expand their organizations.

13. ACCION New Mexico

Agency: ACCION New Mexico

Type: Business/Organization Loan

Website: <http://www.accionnm.org/>

Description: ACCION is small-scale micro-lender that makes loans to small businesses that may not qualify for traditional bank loans, and also provides business support services. Loans are primary intended for low-income borrowers and minority entrepreneurs. Since being founded in 1994, ACCION has financed the start-up or expansion of more than 2,300 new businesses in New Mexico with loans totaling more than \$23 million.

14. The Public Project Revolving Fund (PPRF)

Agency: New Mexico Finance Authority

Type: Community Loan

Website: <http://www.nmfa.net/financing/public-project-revolving-fund/about-the-pprf-program/>

Description: The PPRF is an up to \$200,000 revolving loan fund that can be used to finance public infrastructure projects, fire and safety equipment, and public buildings. Both market rate based loans and loans to disadvantaged communities at subsidized rates are made from PPRF funds. Such funds could be used for larger infrastructure projects in the future, including upgrades to the existing public safety buildings in downtown.

15. New Markets Tax Credits

Agency: New Mexico Finance Authority

Type: Business Loan

Website: <http://www.nmfa.net/financing/new-markets-tax-credits/>

Description: New Markets Tax Credits (NMTC) loan funds are intended to help business investment in low-income census tracts. The fund will help finance the development of commercial, industrial and retail real estate projects (including community facilities), and some housing projects. Loans for up to 25% of the project are available at low interest rates. NMTC loans are combined with other sources of funding that is secured by the applicant and managed by Finance New Mexico.

3.4 Housing Development Funds

16. The New Mexico State Affordable Housing Tax Credit (Rental)

Agency: MFA

Website: <http://www.housingnm.org/developers/new-mexico-state-affordable-housing-tax-credit>

Description: This program provides charitable state tax credit for up to 50% of the value of donations (cash, land, buildings or services) for affordable housing projects approved by the MFA, or for donations made directly to the NM Affordable Housing Charitable Trust.

17. The BUILD IT! Loan Guaranty Program

Agency: MFA

Website: <http://www.housingnm.org/>

Description: This program was created to encourage other lenders to provide interim financing for "high risk" or unconventional projects when they might not otherwise do so for "high risk" or unconventional projects, unfamiliar types of borrowers or unfamiliar markets. The program offers MFA guaranties of up to 50% of the risk of loss in the underlying loan. BUILD IT! Loan guaranties can be used for owner-occupied or rental developments or special needs facilities. Sites must be responsive to demonstrated community needs, and zoning must be pending or completed.

Commitments for matching contributions from other public sector entities, equal to 10% of the total development costs, must be in place. Finally, at least 40% of the units in the development must be affordable to households earning no more than eighty percent of adjusted area median income.

18. The NM Housing Trust Fund

Agency: MFA

Website: <http://www.housingnm.org/developers/nm-housing-trust-fund>

Description: This program provides flexible funding for housing initiatives that will provide affordable housing primarily for persons or households of low or moderate income. Non-profit organizations, for-profit organizations, governmental housing agencies, regional housing authorities, governmental entities, governmental instrumentalities, tribal governments, tribal housing agencies and other entities as outlined in the Notice of Funding Availability (NOFA). Costs of infrastructure, construction, acquisition, and rehabilitation necessary to support affordable single family or rental housing as outlined in the NOFA. MFA mortgage may be in first or junior lien position on the property. Rental projects must serve households earning 60% or less of AMI.

19. The MFA Primero Loan Program

Agency: MFA

Website: <http://www.housingnm.org/developers/primero-loan-program>

Description: This program is a flexible, low cost loan program created to finance the development of affordable rental or special needs residential facilities in New Mexico that would be considered "high risk" by traditional lenders. Its goal is to leverage other public and private funds, and to expand the housing development capacity of New Mexico's nonprofit, tribal and public agency housing providers. The program can be used to finance all types of projects that cannot be accommodated by existing sources. Funding may be approved for specific housing developments, or for programs to be operated by agencies to meet local housing needs. Rental, owner occupied and special needs projects of any size maybe financed under this program, during any stage of the development process. New construction, conversion, and acquisition/rehabilitation projects may be financed.

20. The HOME/Rental Loan Program

Agency: MFA

Website: http://www.housingnm.org/community_development/rental-setups-reimbursements-completions

Description: This program provides gap financing for a variety of affordable and special needs housing projects throughout the state of New Mexico. As gap financing, HOME funds are typically the last dollars committed to a project and are used in combination with other housing resources such as MFA's Tax Credit and 542(c) loan programs. MFA's HOME funds can be awarded as gap financing for projects that qualify for the Housing Tax Credit program. The maximum amount is \$20,000 per unit with a maximum of \$600,000 per project.

21. ACCESS Loans

Agency: MFA

Website: <http://www.housingnm.org/>

Description: This program provides federally insured construction and permanent financing for small-scale affordable housing projects throughout New Mexico. This program is designed to minimize transaction and due diligence costs and expedite processing for small projects. Eligible projects include new construction, substantial rehabilitation, refinancing or acquisition of projects having no less than five units per site. Detached, semi-detached, row houses or multifamily structures are eligible. Eligible borrowers may be single asset mortgagors, including nonprofit organizations, for-profit corporations, joint ventures, limited liability companies, and partnerships.

22. MFA Tax Exempt Bond Financing for Affordable Rental Housing

Agency: MFA

Website: <http://www.housingnm.org/developers/bond-financing>

Description: MFA will provide bond financing for multifamily housing developments through the following mechanisms:

- Using Private Activity Bond Volume Cap (PABVC) multifamily project allocations from the State Board of Finance ("SBOF") for new tax exempt bond issues;
- Refunding outstanding bond issues; or
- Issuing new 501(c)(3) bonds.

MFA may issue the bonds with or without providing the credit enhancement. As a "conduit" issuer, MFA issues the bonds that fund the developers' loans, but does not provide loans or take the credit risk. Consequently, the interim and permanent financing as well as the credit enhancement for the bonds must be provided through other sources as proposed by the developer of the project. Alternatively, MFA can provide the credit enhancement with the use of its 542(c) FHA Mortgage Insurance Program.

23. FHA Section 207: Mortgage Insurance for Rental Housing

Agency: FHA

Website: http://portal.hud.gov/hudportal/HUD?src=/program_offices/housing/mfh/progdesc/progsec207

Description: Section 207 mortgage insurance is however, the primary insurance vehicle for the Section 223(f) refinancing program described below. A project is eligible for mortgage insurance if the sponsor can demonstrate that there is a definite market demand, that the project is economically self-sufficient, and that financing is secure. The program has statutory per unit mortgage limits, which vary according to the size of the unit, the type of structure, and the location of the project. There are also loan-to-value and debt service limitations. The mortgage is limited to 90 percent of HUD appraised value. Eligible mortgagors include investors, builders, developers, and others who meet HUD requirements for mortgagors. All families are eligible to occupy dwellings in a structure whose mortgage is insured under this program, subject to normal tenant selections.

24. FHA Section 221(d)(3) and 221(d)(4): Rental Housing and SRO

Agency: FHA

Website: portal.hud.gov/hudportal/HUD?src=/program_offices/housing/mfh/progdesc/rentcoophs221d3n4

Description: Section 221(d)(3) and (4) insures mortgage loans for multifamily properties consisting of single-room occupancy (SRO) apartments. There are no Federal rental subsidies involved with this SRO program. It is aimed at those tenants who have a source of income but are priced out of the rental apartment market. SRO projects generally require assistance from local governing bodies or charitable organizations in order to reduce the rents to affordable levels. Although SRO housing is intended for very low-income persons, the program does not impose income limits for admission.

25. FHA 542(c): FHA-Insured Multifamily Loan Program

Agency: FHA

Website: <http://portal.hud.gov/hudportal/HUD?src=/hudprograms/mmrsp>

Description: This program provides construction and permanent loans for affordable rental developments, including new construction, substantial rehabilitation, refinancing or acquisition of projects having no less than five units per site. Structures may be detached, semi-detached, row houses or multi-family structures. Single asset mortgagors, including nonprofit organizations, for-profit corporations, joint ventures, limited liability companies, and partnerships are eligible borrowers.

26. HUD Section 108

Agency: HUD

Website: <https://www.hudexchange.info/programs/section-108/>

Description: Section 108 is the loan guarantee provision of the Community Development Block Grant (CDBG) program. Section 108 provides communities with a source of financing for economic development, housing rehabilitation, public facilities, and large-scale physical development projects. This makes it one of the most potent and important public investment tools that HUD offers to local governments. It allows them to transform a small portion of their CDBG funds into federally guaranteed loans large enough to pursue larger renewal projects. Local governments borrowing funds guaranteed by Section 108 must pledge their current and future CDBG allocations to cover the loan amount as security for the loan. Loan commitments are often paired with Economic Development Initiative (EDI) or Brownfield Economic Development Initiative (BEDI) grants, which can be used to pay predevelopment costs of a Section 108-funded project. They can also be used as a loan loss reserve (in lieu of CDBG funds), to write-down interest rates, or to establish a debt service reserve. Eligible applicants include non-entitlement communities that are assisted in the submission of applications by the state.

27. Low-income Housing Tax Credits (LIHTC)

Agency: Mortgage Finance Authority

Website: <http://www.housingnm.org/developers/low-income-housing-tax-credits-lihtc>

Description: The Low Income Housing Tax Credit Program (LIHTC) provides federal income tax credits to individuals or organizations that develop affordable housing through either new construction or acquisition and rehabilitation. The tax credits provide a dollar-for-dollar reduction in the developer's tax liability for a 10-year period. Tax credits can also be used by nonprofit or public developers to attract investment to an affordable housing project by syndicating or selling the tax credit to investors. In order to receive tax credits, a developer must set aside and rent restrict a number of units for occupancy by households below 60 percent of the area median income. These units must remain affordable for a minimum of 30 years.

SECTION VIII

APPENDICES

A. MRA DESIGNATION REPORT



Los Lunas Transportation Center / Station Area

Metropolitan Redevelopment Area Designation Report



November 2015

Prepared by:

sites
southwest



Small Community • Big Possibilities

This report was prepared under contract to the Village of Los Lunas, New Mexico

The project consultant was Sites Southwest, Ltd. Co.

November 2015

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1. Introduction

The Village of Los Lunas has identified properties primarily to the south and east of the Los Lunas Transportation Center as a Village Center and key component of the Village's economic development strategy, to be redeveloped with commercial, residential and public uses that support transit-oriented development, walking and bicycling. Policies in plans ranging from the 2008 *Los Lunas Rail Runner Express Station Area Plan* to the 2013 Comprehensive Plan and *Los Lunas Transportation Center Master Plan II* support this vision. In spite of the public investment and policy support for development of this area, private investment has not occurred in the past seven years although there has been significant new development elsewhere in the Village.

The purpose of this report is to determine what is preventing private investment in this area and how the Village might promote its vision. This report evaluates approximately 46 acres primarily to the south and east of the Los Lunas Transportation Center for potential designation as a Metropolitan Redevelopment Area (MRA).

The State of New Mexico has a number of statutes that are intended to help municipalities in New Mexico promote economic development and redevelopment in areas where such activity is inhibited by a variety of factors. The Urban Development Law (§3-46-1 to §3-46-45 NMSA 1978), the Community Development Law (§3-60-1 to §3-60-37 NMSA 1978), and the New Mexico Metropolitan Redevelopment Code (§3-60A-1 to §3-60A-48 NMSA 1978) enable municipalities to implement strategies and projects to eliminate blight. Because the Urban Development Law and the Community Development Law are closely associated with specific Federal renewal programs, the preferred approach for Los Lunas to accomplish its goals for the Village Center is through the powers conferred by the Metropolitan Redevelopment Code.

The New Mexico Metropolitan Redevelopment Code (§3-60A-1 to §3-60A-48 NMSA 1978) provides cities in New Mexico with the powers to correct conditions in areas or neighborhoods within municipalities which "substantially impair or arrest the sound and orderly development" within the municipality. These powers can help reverse an area's decline and stagnation; however, the municipality may only use these powers within designated Metropolitan Redevelopment Areas.

Designation of an MRA is based on findings of "slum or blight" conditions, as defined in the Metropolitan Redevelopment Code (§3-60S-8). The criteria set by the Code for a "blighted" area include physical conditions and economic conditions.

As defined in the Code,

"Blighted area" means an area within the area of operation other than a slum area that, because of the presence of a substantial number of deteriorated or deteriorating structures, predominance of defective or inadequate street layout, faulty lot layout in relation to size, adequacy, accessibility or usefulness, unsanitary or unsafe conditions, deterioration of site or other improvements, diversity of ownership, tax or special assessment delinquency exceeding the fair value of the land, defective or unusual conditions of title, improper subdivision or lack of adequate housing facilities in the area or obsolete or impractical planning and platting or an area where a significant number of commercial or mercantile businesses have closed or significantly reduced their operations due to the economic losses or loss of profit due to operating in the area, low levels of commercial or industrial activity or redevelopment or any combination of such factors, substantially impairs or arrests the sound growth and economic health and well-being of a municipality or locale within a municipality or an area that retards the provisions of housing accommodations or constitutes an economic or social burden and is a menace to the public health, safety, morals or welfare in its present condition and use;

1.1 ANALYSIS SUMMARY

Under the goal of creating a town center in the Village of Los Lunas (Future Land Use Goal 1.2), the 2013 Comprehensive Plan continues to encourage transit-oriented development around the Transportation Center and calls for investigating the use of redevelopment tools to support redevelopment of a designated area for a town center.

The analysis contained in this report shows that the following conditions have inhibited new development and redevelopment in the Study Area and substantially impaired the sound growth of the Village Center and economic health and well-being of the Village as a whole.

Unsanitary or unsafe conditions

All of the study area is located within a FEMA-designated floodplain. Mitigation of this potentially hazardous condition renders redevelopment more expensive than development outside the floodplain. A 23-acre site of a former mobile home park is essentially abandoned and considered to be a nuisance. Its sheltered location draws homeless persons and illegal activities. In addition, the public facilities in the area have deteriorated.

Deterioration of site or other improvements

Sidewalks, streets and fences within the 23-acre abandoned mobile home site are cracked, invaded by weeds and sagging or falling down. Streetlights are damaged and vandals steal copper and other items from the site.

Obsolete or impractical planning and platting

The existing planning and platting for the former mobile home park and adjacent large vacant parcels, which lack internal street access, do not foster the development of the higher density housing,

commercial and public activities envisioned in policies for transit-oriented development around the Transportation Center.

Diversity of ownership

Seven different property owners, including two local governments, make it difficult to carry out coordinated redevelopment of the town center envisioned in the Village's planning documents. For example, the number of different owners of key properties makes it difficult to achieve logical, interconnected road and utility systems in the Study Area.

Low levels of commercial or industrial activity or redevelopment

The establishment of the Transportation Center along NM 314 and growing ridership has not been sufficient to create the desirable level of commercial and residential development and redevelopment in the Study Area, due to the issues noted previously.

1.2 SUMMARY OF FINDINGS

The Los Lunas Transportation Center, with the investment in the Rail Runner and Rio Metro Transit, and the surrounding mostly vacant land, represents the most feasible location in the Village to develop a desirable Village Center with public uses and higher density commercial and residential uses that support transit-oriented development and redevelopment.

- The west side of the MRA Study Area has developed as a Transportation Center where residents and visitors can park their cars, walk or ride bicycles to board the Rail Runner Express to Albuquerque and parts north, as well as local buses. A day care center and two-story apartment buildings exist to the north of the back parking lot, and the Village intends to incorporate a plaza, a central park and performance venue, and retail space.
- Various physical conditions have inhibited the sound and orderly development of the Village Center in this location; primarily location in a floodplain, fragmented ownership of parcels, obsolete and impractical planning and platting (including an abandoned mobile home park with obsolete infrastructure and large parcels without legal roadway access), and deterioration of some structures.
- The current condition of a large proportion of the properties is a detriment to the Village's fiscal well-being and to the ability of the Village to meet the needs of its residents.

The analysis demonstrates that the property included in the analysis exhibits a combination of factors that contribute to blight. Because current conditions within the study area inhibit sound development of the property, the redevelopment and development of the study area is necessary in the interest of the welfare of the residents of the municipality.

The powers granted to municipalities in New Mexico through the Metropolitan Redevelopment Act are intended to enable municipalities to promote economic activity in areas like the Study Area, where

growth and development is hindered by physical and other conditions. The Metropolitan Redevelopment Act provides a number of tools to municipalities that help them eliminate conditions of blight in areas that are so designated, including the ability to acquire land, assist in land assembly, offer financial incentives and provide public improvements to encourage and promote industry, trade, or other economic activity.

Based on the findings of the designation report, a development/redevelopment plan should be carried out to aid in the elimination and deterrence of blight.

1.3 BOUNDARIES OF THE STUDY AREA

The Study Area consists of approximately 54 acres. Most of the area is south of Courthouse Road and east of NM 314. The portion owned and occupied by Valencia County is north of Courthouse Road. The portion of the Study Area mostly south of Courthouse Road is as follows:

Beginning at the southeast corner of the Land of Pedro Tafoya, Lot A2 (Parcel 2), where it intersects with Courthouse Road, then

- North along the eastern boundary of Land of Pedro Tafoya, Lot A2 (Parcel 2), then
- West along the northern boundary of (Land of Pedro Tafoya, Lot A2 (Parcel 2), then
- South along the eastern right-of-way of NM 314 to the southern boundary of Village Plaza Subdivision, Lot: All Blocks: A thru E, 22.96 acres, Maps 73 & 75 TRS 3B, 3A, 3E1, 3E2, 3E3, & 3E4C 1993 Rev. (Mobile Home Park) (Parcel 12), hereafter referred to as Village Plaza Subd.,
- East along the southern boundary of Village Plaza Subd. (Parcel 12) to Luna Hill Rd,
- North along the western right-of-way of Luna Hill Rd to the northeast corner of Mountain View Subd., Block 4, Drainage easement (Parcel 13),
- West along Mountain View Subd., Block 4, Drainage easement (Parcel 13), then
- North along the eastern boundary of Village Plaza Subd. (Parcel 12), then
- West along the northeastern boundary of Village Plaza Subd. (Parcel 12), to Luna Hill Rd, then
- North along the western right-of-way of Luna Hill Rd, then
- West along the northeast corner of Village Plaza Subd. (Parcel 12), then
- North along the eastern boundaries of Land of Jesus & Francisco Gonzales TR B-2 (Parcel 11) and Tract A (Parcel 9), then
- East along the southern boundaries of Land of 98A Limited Co., Tract C-1 (Parcel 6), C-2 (Parcel 7) and Map 73, TR 92A1 (Parcel 8), then
- North along the southeastern boundary of Map 73, TR 92A1 (Parcel 8), then
- East along the southern boundary of Map 73, TR 92A1 (Parcel 8), then
- North along the western right-of-way of Los Lentes Road, to the northeastern corner of Map 73, TR 92A1 (Parcel 8), then
- West along the northern boundary of Map 73, TR 92A1 (Parcel 8) to the northwest corner, then
- South along the westernmost boundary of Map 73, TR 92A1 (Parcel 8), then

- West along the northern boundary of Land of g8A Limited Co., Tract C-1 (Parcel 6), to the northwest corner, then
- South along the western boundary of Land of g8A Limited Co., Tract C-1 (Parcel 6) to Village Dr, SE, then
- West along the northern right-of-way of Village Dr, then
- North along the eastern right-of-way of Village Dr to Courthouse Rd., point of beginning.

Table 1 Legal Lot Description and Size

ID	Uniform Parcel Code	Site Address	Legal Description	Parcel Size (Ac)
1	1009038277140	112 Courthouse Rd, SE	Land of Pedro Tafoya, Lot A1 (only the access easement)	0.794
2	1009038277115	120 Courthouse Rd, SE	Land of Pedro Tafoya, Lot A2	0.551
3	1009038263070		Map 75, TR: 3E1A S: 33 T: 7N R: 2E 0.25 ac. Map 75	0.293
4	1009038290070		Land of g8A Limited Co. Tract A	1.814
5	1009038315055		Land of g8A Limited Co. Tract B	1.479
6	1009038372050		Land of g8A Limited Co., Tract C-1	4.557
7	1009038382033		Land of g8A Limited Co. Tract C2	0.885
8	1009038429059	711 Los Lentos Rd, SE	Map 73, TR 92A1, 5.17 ac	5.267
9	1009038300042		Land of Jesus & Francisco Gonzales TR A	2.985
10	1009038263031		Land of Jesus & Francisco Gonzales TR B-1	1.077
11	1009038305024		Land of Jesus & Francisco Gonzales TR B-2	2.141
12	1009037246499		Village Plaza Subdivision, Lot: All Blocks: A Thru E, 22.96 acres MAPS 73 & 75 TRS 3B, 3A, 3E1, 3E2, 3E3, & 3E4C 1993 Rev. (Mobile Home Park)	22.96
13	1009037322471		Mountain View Subdivision, Block 4, Drainage easement	0.822
14	1009037254514		Map 75, TR 3-E-2A, 0.25 ac.	0.25
15	1009037241495		Map 75, TR 3-E-1-A, 0.25 ac.	0.25
	Total Acreage			46.125

FIGURE 1 LOS LUNAS TRANSPORTATION CENTER MRA STUDY AREA



2. Existing Conditions Assessment

2.1 VILLAGE POLICY

Over the past 60 years the Village of Los Lunas has evolved from a small community of 1,000, depending primarily on farming for its economy into a bedroom community of 15,000 for many employees who commute to work in Albuquerque and Santa Fe. It could double in size to 30,000 residents or more by 2035, according to its most recent Comprehensive Plan.

Accompanying this growth has been an increase in traffic that causes severe congestion on its main commercial thoroughfares, NM Hwy 6 (Main Street) and NM Hwy 314. The location of the Railrunner Station and Transportation Center along Hwy 314 gave commuters an alternative to the car in traveling to their jobs and also offered the Village a potential alternative to its existing density of development and lack of a town center. With the *Los Lunas Rail Runner Express Station Area Plan*, adopted in 2008, the Village adopted the principles of Transit-Oriented Design (TOD) for the area surrounding the Transportation Center.

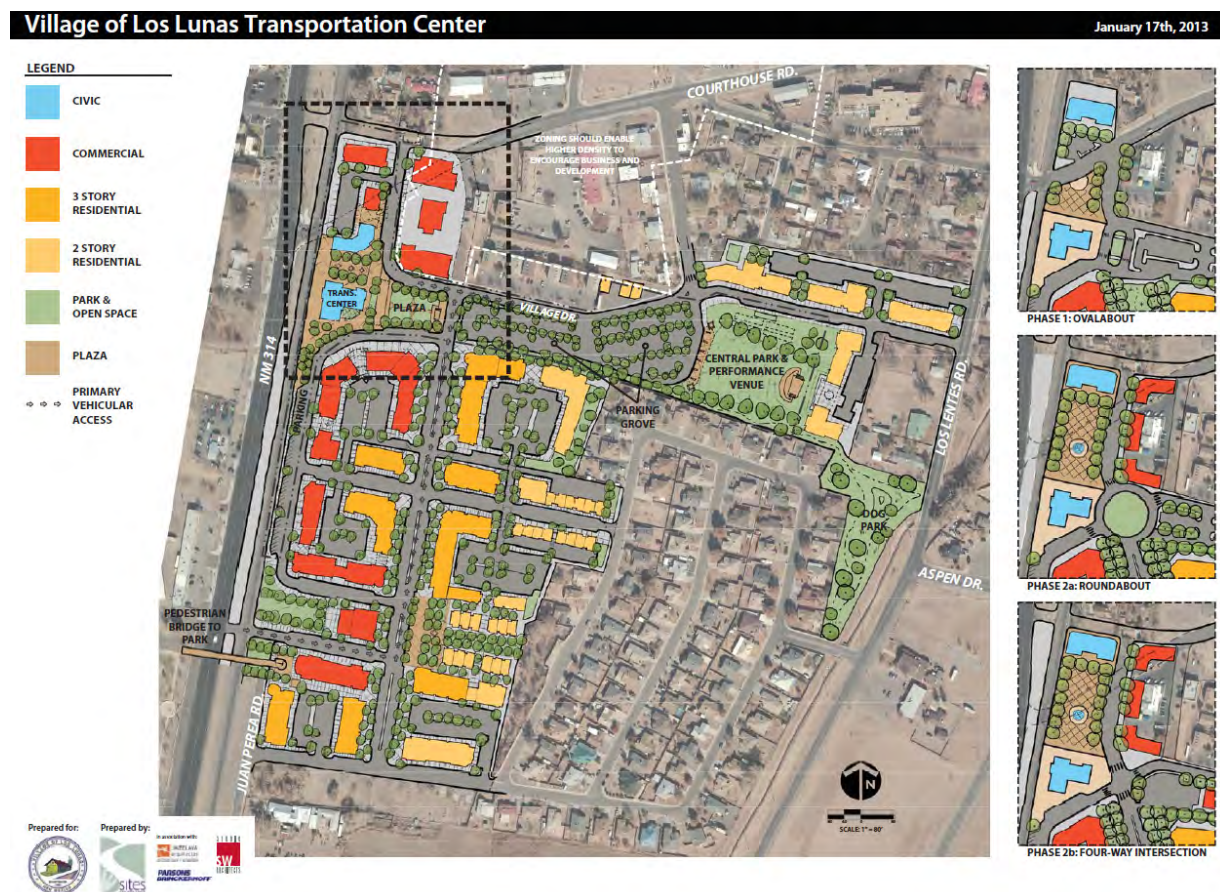
Transit-Oriented Design encourages a more compact, higher density, mixed residential and commercial development pattern around transit stations that promotes walking and bicycling and using transit in addition to driving. The Station Area Plan identified the area surrounding the Transportation Center as appropriate for more growth and higher density and established two mixed use TOD zoning districts in the area to maximize flexibility for landowners and developers. Since the rail line and station were established, the Village's park-and-ride facility has seen increasingly heavy use by commuters from throughout Valencia County. The Transportation Center building was also designed as a multi-use facility which hosts a variety of public and private events and training. Additional projects have supported alternative modes of transportation in the area, such as the off-street landscaped multi-use trail that was constructed along NM Hwy 314.

Under the goal of creating a town center in the Village (Future Land Use Goal 1.2), the 2013 Comprehensive Plan continues to encourage transit-oriented development around the Transportation Center and calls for investigating the use of redevelopment tools to support redevelopment of a designated area for a town center. Objectives also support continuing to implement public improvements in the core of the Village that encourage bicycle and pedestrian traffic, improve the streetscape character and spur economic development compatible with pedestrian traffic.

This vision was advanced further by the Los Lunas Transportation Center Master Plan II adopted in 2013 (Figure 3). This plan incorporates a central park and performance venue on vacant land to the east of the station area's landscaped parking lot, flanked by higher density housing to the north and east, and a dog park to the south east. A smaller plaza would sit between the transportation center and parking lot, with additional commercial development and a public office building to the north. Retail spaces would be located closer to station area and public plaza.

The purpose of this study is to further the goals of the Village, consistent with adopted policy, by determining whether the designated area surrounding the Transportation Center meets the test for blight as defined in the Metropolitan Redevelopment Act. Establishing this location as a Metropolitan Redevelopment Area would give the Village the authority to help foster private sector redevelopment within it.

FIGURE 2 VISION FOR LAND USE SURROUNDING THE LOS LUNAS TRANSPORTATION CENTER



The plan above (Figure 3) incorporates elements from both the Los Lunas Transportation Master Plan II and the Los Lunas Rail Runner Express Station Area Plan. Since these plans were completed, the Village has been considering an option for a charter school to locate on land south of the Transportation Center, previously occupied by a mobile home park.

2.2 PHYSICAL CONDITIONS

The majority of the Study Area south of Courthouse Road consists of contiguous vacant land dominated by the Transportation Center and accompanying parking lots and walkways. The exception is a half-acre vacant lot along the railroad just north of Courthouse Road, which is owned by the Village. All of these parcels are within the floodplain.



Front (l) and back views of the Transportation Center serving the Railrunner Express and Rio Metro.



(Above) Parcels 14 and 15 toward the northeast (l) and northwest (r). (Below) Back porch of a new manufactured home (L) and new mobile home (R) along 314 frontage road.

There are a few residential structures in the Study Area, primarily sited along the 314 frontage road and occupied: a well-kept, blue, double-wide manufactured home with a back porch, gazebo and matching large shed or barn, and a fairly new single-wide trailer. The few remaining structures include an abandoned small mobile home and an old trailer. There is also an occupied single family dwelling located along Los Lentos Road in the southeast corner of Parcel 8.



Back porch of manufactured home on parcel 15 (l) and new mobile home on parcel 14 (r).

Abandoned Mobile Home Park

The largest single parcel to the south is a 23-acre abandoned mobile home park which is accessed from the frontage road alone NM 314. The area has sidewalks, rolled curbs and paved streets, although these are cracked and invaded by weeds. Cement curb-cuts and the remnants of power and water hookups remain, but all the mobile homes are gone. Streetlights and fire hydrants are also present, although some have collapsed. The lots are full of rough dirt, weeds and debris. The site has remained vacant for at least seven years.



Former sign for Monte Vista Mobile Home Park (l). The park's current condition (r).

Land Uses Surrounding the Southern Study Area

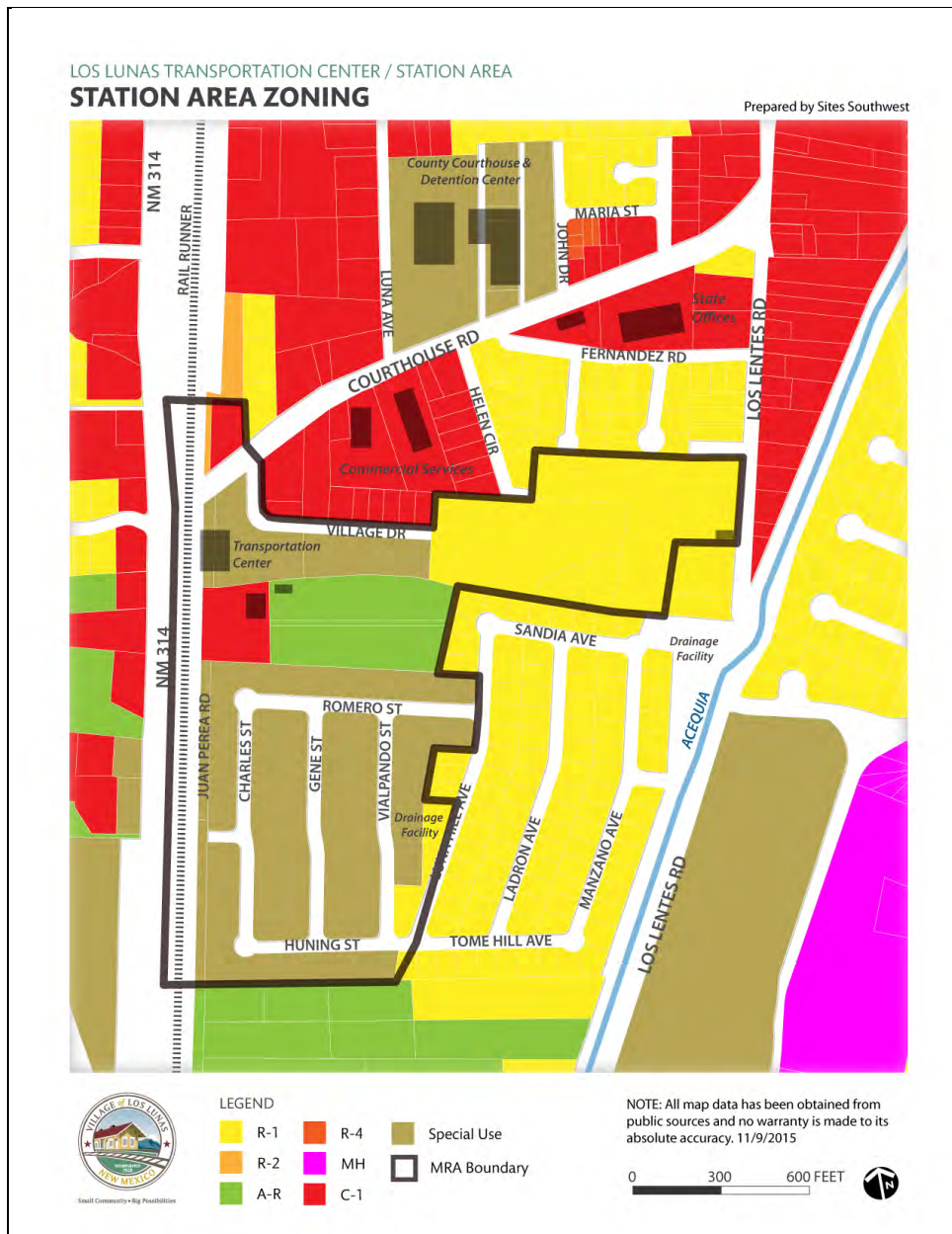
North of the Transportation Center's rear parking lot is a day care center with colorful playground equipment, a dentist office, and a number of two-story apartment buildings. The surrounding area to the east of the Study Area comprises mostly single family homes. Across the street to the west of the train station is a deteriorating restaurant building which is for sale.

2.3 ZONING

A large portion of the MRA Study Area is zoned Special Use for various uses, such as "public" or "mobile home park." The Village has not yet adopted the mixed use zoning (TOD-MU) or higher density residential zoning (TOD-R) for the area proposed in the Station Area Plan. These would introduce two special use zoning categories designed to promote residential densities and commercial uses supportive of transit ridership, and walking and bicycling in areas in proximity to the Transportation Center while protecting the existing scale and intensity of surrounding residential neighborhoods.

There are also two half-acre parcels along 314 zoned C-1, located approximately 10 acres to the east of the transportation hub, zoned R-1, and about four acres southeast of the Transportation Center zoned A-R (Agriculture-Residential).

FIGURE 3 ZONING MAP



2.4 BUILDING CONDITIONS

Building and parcel conditions were observed and photographed during a field visit and reference exterior appearance. Good condition indicates that the exterior of the building is in good repair without need for more than routine maintenance. Fair condition indicates some cosmetic deficiencies such as minor peeling or faded paint. Buildings were classified as being in poor condition if they showed signs of long-term neglect (major areas of peeling paint or stucco) or obvious structural problems. Most structures in the area are in fair to good condition.

Table 2 Building and Parcel Conditions

Parcel #/ Owner	Use/ zoning	Tenants (if any)	Structure Condition	Land Conditions	Comments
1 Private	Residential/R-2	Access easement is vacant	Good	N/A	Only access easement is in MRA boundary
2 LL	Residential/ C-1	Vacant	N/A	Dirt, vegetation	
3 VC	Railrunner Station	Train entrance, tracks	Good	Good	
4 LL	Institutional/ SU	Transportation Center/ parking	Good	Paved	
5 LL	Institutional/SU	Parking Lot	Good	Paved	Available parking midday during week
6 LL	Residential land/R-1	Vacant	Vacant	Good—grass, weeds	Lower and prone to flooding
7 LL	Residential/ R-1	Vacant	N/A	Grass and weeds	Prone to flooding
8 Private	Residential/ R-1	Vacant land/ single family house	Fair to Good	Grass, trees	Sizeable vacant frontage along Los Lentes
9 Private	Residential/C-1 & A-R	Manufactured home, gazebo, large shed/barn, vacant land in back 2/3's of lot	Good	Good –grass, weeds	Blue manufactured home well kept
10 Private	Residential/ C-1	New single-wide mobile home, cars, trailer.	Fair to Good	Packed dirt, gravel, weeds	Vacant land in front of lot; structure in back, tall chain link fence
11 Private	Residential/ A-R	Vacant land	Poor (trailer)	Good--grass, weeds	Grass and weeds
12 LL	Residential/SU	Abandoned mobile home park	Poor	Poor to Fair	Paved roadways cracking, rolled curbs, grass and weeds in sidewalk cracks, broken streetlights.
13 LL	Residential/SU	Drainage Easement	Vacant		
14 LL	Non-residential	ROW	Vacant	N/A	
15 LL	Non-residential	ROW	Vacant	N/A	

'LL= Los Lunas, VC= Valencia County,

2.5 ANALYSIS OF BUILDING AND SITE CONDITIONS

The analysis of building and site conditions shows that the Study Area includes properties that meet the criteria for blight set forth in the Metropolitan Redevelopment Act, including deteriorated or deteriorating structures and site improvements. Moreover, the level of commercial and residential development does not meet the Village's stated goals for transit-oriented development around the Transportation Center.

Deteriorated or Deteriorating Structures

There are a few deteriorated or deteriorating structures in the Study Area. They include an abandoned mobile home and a trailer on parcels 11 and 9.



Abandoned structures/vehicles sit on Parcels 11 and 9.

Deterioration of Site or Other Improvements

The site and other improvements are deteriorating on multiple properties in the Study Area or do not meet current standards. As noted previously, the sidewalks and streets within the former mobile home park are cracked and invaded by weeds. Utility hook-ups are damaged and some streetlights have collapsed. The site has trash and other debris. Parts of a perimeter fence are sagging or falling down.

Dirt parking lots, lack of landscaping and maintenance contribute to a poor image of other properties. Weeds and abandoned structures or vehicles are the most common problems on vacant properties.



Light structures are destroyed and weeds and debris crack the paving and sidewalks in the former mobile home park south of the Los Lunas Transportation Center.

Defective or inadequate street and lot layout

The existing street layouts do not foster the development of higher density housing and commercial activities envisioned for transit-oriented development around the Transportation Center. Several large, narrow vacant properties with insufficient access are located behind existing homes, which discourages development.

Common ownership of the abandoned mobile home park provides an opportunity to replat properties into parcels of an accessible, developable size, but the current configuration would have to be demolished first.

Obsolete or impractical planning and platting

The existing planning and platting for the former mobile home park does not lend itself to the current land uses desired by the Village of Los Lunas. The planning and platting of land into large, vacant strips fronted by houses along major streets also does not foster the redevelopment envisioned for the area surrounding the Transportation Center.

Unsanitary or unsafe conditions

All of the Study Area is located within a FEMA-designated floodplain. Houses located in the floodplain here are either required to elevate the house four feet above the ground or pay EMA flood insurance, both of which add substantially to the cost of housing.

In addition, planning staff in the Village consider the abandoned mobile home park to be a nuisance. Thieves steal copper from the infrastructure; the on-site guard shack has been burglarized. The empty site, partially hidden by trees, a split-block wall, and overgrown weeds, attracts homeless persons and offers a sheltered location for unsavory and potentially illegal activities.

Diversity of Ownership

Three-fifths of the parcels are in public ownership; Los Lunas owns eight for a total of 11.03 acres, and Valencia County owns one (0.29 acres), although the largest amount of acreage is in private hands. The six remaining parcels (~35 acres) are privately owned by six different owners. The largest parcel in the southern MRA study area under a single ownership is the 23-acre former mobile home park. The diversity of ownership makes it challenging to redevelop the area according to a common vision of a mixed use town center.

2.6 ECONOMIC CONDITIONS

Business Economic Activity

There have been low levels of commercial or residential activity or redevelopment within the Study Area despite investment by the Village and Rio Metro Regional Transit District. This is partly due to the impacts of the Great Recession as well as the subsequent tightening of banking regulations. Banks also are reluctant to loan money for development in a floodplain, and developers say the Federal tax credit program no longer covers the gap in financing for multi-family housing. The recent Valencia County/Village of Los Lunas Joint Affordable Housing Plan projects that over the next five years the Village will need a total of 168 rental units geared toward 2- to 4-person and elderly and disabled households earning 60% or less of the Area Median Income and more than 500 ownership units for households earning 80% or less of the Area Median Income.

Public-private partnerships with the Village of Los Lunas represent the most likely way redevelopment will occur in the Study Area. The Village still intends to set aside a half acre for the development of affordable housing in the area.

3. Findings

The findings of the study are as follows:

- The Los Lunas Transportation Center and the surrounding mostly vacant land represents the most feasible location in the Village to develop a desirable Village Center with public uses and higher density commercial and residential uses that support transit-oriented development and redevelopment.
- The west side of the MRA Study Area has developed as a Transportation Center where residents and visitors can park their cars, walk or ride bicycles to board the Rail Runner Express to Albuquerque and parts north, as well as local buses. A day care center and two-story apartment buildings have developed to the north of the back parking lot, and the Village intends to incorporate a plaza, a central park and performance venue, and retail space.
- In spite of public investments, various physical conditions have inhibited the sound and orderly development of the Village Center in this location, primarily location in a floodplain, fragmented ownership of parcels, obsolete and impractical planning and platting (including an abandoned mobile home park with obsolete infrastructure and long parcels without legal roadway access), and deterioration of some structures.
- The current condition of a large proportion of the properties is a detriment to the Village's fiscal well-being and to the ability of the Village to meet the needs of its residents.

The analysis demonstrates that the property included in the analysis exhibits a combination of factors that contribute to blight. Because current conditions within the study area inhibit sound development of the property, the redevelopment and development of the study area is necessary in the interest of the welfare of the residents of the municipality.

The powers granted to municipalities in New Mexico through the Metropolitan Redevelopment Act are intended to enable municipalities to promote economic activity in areas like the Study Area, where growth and development is hindered by physical and other conditions. The Metropolitan Redevelopment Act provides a number of tools to municipalities that help them eliminate conditions of blight in areas that are so designated, including the ability to acquire land, assist in land assembly, offer financial incentives and provide public improvements to encourage and promote industry, trade, or other economic activity.

Based on the findings of the designation report, a development/redevelopment plan should be carried out to aid in the elimination and deterrence of blight in the Study Area.